

Trail Rider

MAGAZINE

September 2000 \$2.95

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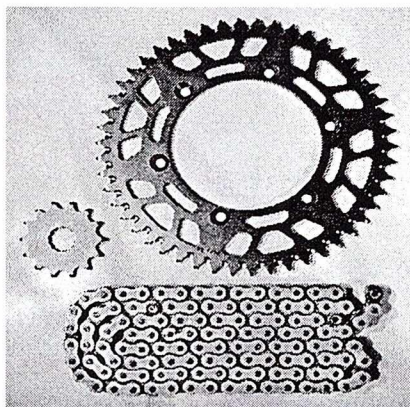
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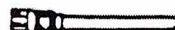
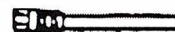
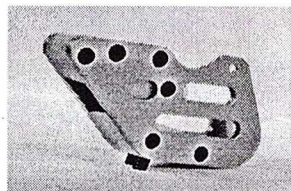


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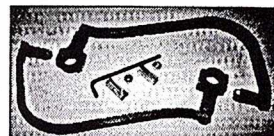
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On the cover: He did it again! Mike Lafferty rallied after a bad season in '99 to take the 2000 AMA/FMF National Enduro series title, with one round remaining on the schedule. Congratulations to Mike, as well as Al and Melissa of Enduro Engineering, for a job well done! Steve Berkner photo.

September 2000
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The advertising deadline
for the November 2000 issue
is nearer than you think.

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Warning: Don't ride where you're not supposed to go. Don't look behind you. Don't check out your own roost. Don't ride nekkid. Don't ride without a helmet. Don't ride without boots. Don't ride without eye protection. Don't ride without a brain. Don't make noise around the tree huggers. Don't let them get you down. Don't call me late for dinner. Don't tie your bike down with clothesline. Don't paint anything flat black. Don't wear white after labor day. Don't even give me that look. Don't sit around wondering why. Don't ask "Is this my beautiful house?" Don't say dija. Don't forget to have fun.

Have you read this?

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

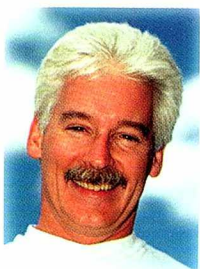
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Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

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by Paul Clipper

Letter to Zack

Quite a while back I ran a little piece in the news column asking for x-rays for a new feature we were thinking about, "X-ray of the Month." The idea for the feature was inspired by a look at John Penton's collection of x-rays. He has carbon fiber discs in his back, along with titanium rods and beams, and combined with x-rays of his two artificial knees, well, the man looks like an Erector Set inside. It really is beautiful, and John can get around a lot better than he could in the recent past. He's happy as a clam, and his x-rays show why.

Of course we'd also run pictures of other folks' plates and screws and cracked tibias and what have you, because breaking things and getting them fixed is part of reality, and the fact that we can fix them so well is a great testimonial to the state of our medical profession at this point in time. Honestly, we never really got much response to our call for x-rays, and without a pile of good material to pull from we decided to let the idea go.

One response we did get, however, was from a reader who was horrified that we would propose such a column in the magazine. He called us every shade of irresponsible, saying that all little Johnny's mother needs to see is a bunch of broken bones in a magazine and that will be the end of Johnny's riding career. We were more than a little flabbergasted by the letter, because the writer seemed to be trying to get the message across that if you didn't say it out loud it wouldn't happen. That we should be keeping our injuries a secret, so that people wouldn't be frightened away from the sport.

I beg to disagree. My feeling is that if we don't spread the news that yes, you can get hurt in this sport, we're being irresponsible, and ripe for being accused of misleading our readers. More than one nuisance lawsuit in this country has been founded on the premise that "you didn't tell me this could happen." Such as "I didn't know when I bought this coffee it would be so hot when I poured it into my lap," and "There was no warning label on this bike that I should be wearing a helmet when I ran it into that wall."

I believe everybody who regularly writes for this magazine has broken a bone or two. I've broken my leg (spectating), broken a carpo navicular (dual sport) and a variety of fingers and toes (enduros). Mark Uth has broken his arm (hockey) and other bones I'm sure, and Charlie has broken his nose before (cafeteria accident). Jungle Dave has broken his arm, collarbone and more all at once (ATV collision) and if I remember correctly Joe McLaughlin broke his pelvis a couple years back (enduro). The point is, we all get hurt, and we all accept that unless we just got run down by a speeding bus, our injuries are

a natural and accepted consequence of a very active lifestyle. You don't have to be riding a motorcycle to get hurt, you could be watching a race or playing ice hockey, but any time you venture out into the world with serious recreation in mind, you are risking injury, if not death itself. And, we're having so much fun that we accept these risks cheerfully.

Now I do get a little anxious sometimes when I watch my son ride. He's 11 years old, and scooting around on an XR100, and I can tell just watching him so far that he doesn't yet under-

"It's a great thrill zipping through the woods on your bike. I've seen you grinning and gassing it, but I've also seen you lay it down, shoot off the trail, and even climb right up onto a rail fence once in an un-planned wheelie. Those are all called "near misses," and the reason they happen is to remind us to stay in control. A near miss scares us out of a false sense of security, makes us pay attention to what we're doing. You know the teachers in school are always telling you to pay attention; that's because they want you to learn. I tell you to pay attention to your

"You've seen me hurt. You've seen me come back from the enduros with both arms covered with scabs, with bruises on some of the strangest spots on my body, limping, but always with a smile on my face."

stand the concept of keeping yourself from getting hurt. You know the routine; inexperienced riders have a tendency to go limp when the bike goes out of control, because they're not really sure how they've gone about keeping it IN control up until then. It's all a learning process, and I'm well aware that in order to learn the importance of understanding the whole process of control he's going to have to hit the ground hard more than once. I cringe at the thought of pieces of him wrapped in plaster, but I know it's going to happen. I also know that what would make me cringe worse is having him look up at me and say "Why didn't you tell me this would happen?"

So I show him all the x-rays. I let him see all my friends in casts. I tell him exactly what kind of risk he's taking—the same risks his father is taking, and the risks that should be an accepted part of all this good fun we're having. If I wrote it in a letter, this is what I would say to him:

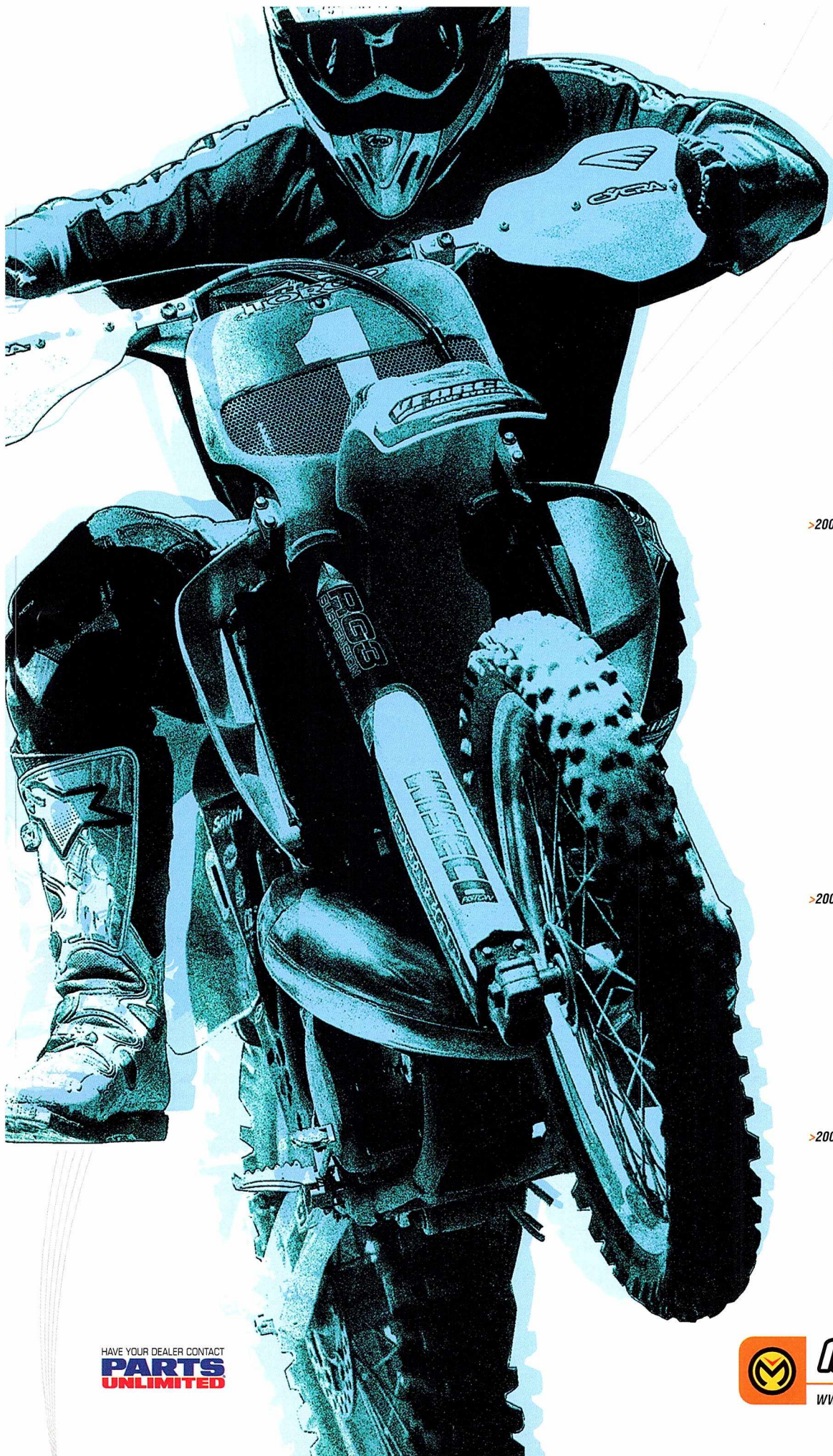
"Zack, you know as well as me that riding motorcycles is one of the greatest thrills you can have. But I want to make sure ahead of time that you know you can get hurt doing it. You've seen me hurt. You've seen me come back from the enduros with both arms covered with scabs, with bruises on some of the strangest spots on my body, limping, but always with a smile on my face. You're no stranger to that. You seem to come home every day with a new Band-Aid on you, and remember the time you broke your finger playing around with your buddy? Well, you can do the same thing on your motorcycle really quick.

riding, because I want you to walk away from every ride.

"Eventually, it's bound to happen, though. You're going to fall wrong, or hit a tree, and you're not going to get away from it without breaking something—a finger, an arm, a collarbone or a rib; hopefully it won't be anything more serious than that. Most of the time it'll be six weeks in a cast and then you're back up to speed, hopefully just a little smarter and a little more careful.

"When it happens, there's one tough thing you're going to have to accept, and that is that you getting hurt is nobody's fault but your own. You were the guy twisting the throttle, and you're the one who made the miscalculation that sent you cartwheeling through the woods. It wasn't the bike, it wasn't the guy you were riding with, it wasn't the person who laid out the trail. You were the one who chose to ride your motorcycle there in the way you were riding it, and you have to accept responsibility for your actions. You don't need a warning label to tell you that cranking the throttle wide open is a risky thing, and you should be ready for whatever happens when you do.

"I hope you never get hurt. I hope you ride and have fun and know nothing but enjoyment every time you get on a motorcycle. But I don't think it's going to happen. I can only hope you're as lucky as me and avoid the worst of it, and accept an injury now and then as part of the sport. And when you do come home with a cast on your arm, I hope you'll let me sign it first." ▲



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Cast Your Vote for Riding

It's an election year again, and it only seems like a year since we put up with this national humiliation last. This time around you are being given the usual American choice of two candidates with very little to like in either of them. However, the choice you have to make is pretty easy. Al Gore, our current vice president, wants to be the next "environmental" president. He wants to create more wilderness land, wants to lock up more public land and make it illegal for most uses, to "preserve" it for the future. Given the opportunity, Gore, the environmentally sensitive candidate who has been making money from zinc mining and a profitable relationship with Occidental Petroleum his entire adult life, will stop all off-road recreation of any form not endorsed by radical environmental groups such as the Sierra Club. Basically, if Gore gets in you can kiss off-road motorcycle riding goodbye—it may take him a few years, but he'll make sure it becomes a completely illegal activity.

Given that, none of us has any choice but to cast our vote for the opposition, which in this case is George W. Bush, Governor of Texas. There is not a whole lot to like in Mr. Bush, but he's

not a card carrying Sierra Clubber, so we can be reasonably sure he won't turn our hobby into a crime. He is the son of former president George Bush, the man that was charmed and fascinated by everything "common" on the rare times he left the protection of his castle. We still laugh around here remembering the time George Bush was in the grocery store marveling at the bar code scanners at the checkout counter. The funniest part was here was a man in his 60's who had never been in a grocery store before! Oh that we could all be so lucky. His son, George W., is what we were



offered as a candidate when the country overwhelmingly rejected the triumphant return of Dan Quayle, so please consider yourself lucky.

We're going to quit writing on this subject, lest we get a little too passion-

ate. At any rate, vote for Bush in November; he's our only hope. See the box elsewhere on this page for a report on how Gore's relationship with the environmentalists may be causing him a foot injury.

New A-Loop XR600 Kit

If you're sick of the fat tank on your Honda XR600 and are ready for a completely new look for your bike, you need one of the new A-Loop seat-tank kits. A-Loop's new 4SMX kit for the XR600 replaces the stock tank with a skinny two-gallon tank, supplies a fully-assembled seat that's slimmer and runs up the tank, and a set of CR-type radiator shrouds and One Industries graphics to complete the look. Yes, your XR600 will still be air-cooled, but it'll look a lot racier and feel like a featherweight to ride. For example, the seat sits one inch higher, and is a full three inches narrower at the knees. Yes, two gallons is a lot less

fuel, but it's all you need for racing hare scrambles and for most enduro sections. What's the kit cost? Just \$479.95 complete, with all the parts and mounting hardware. For more information call A-Loop at (303)791-0035, or see it all at www.aloop.com.

Did Anyone Say McRhody?

Is it just us, or does anyone else find it interesting that the three High Point winners at the Rhode Island National Enduro all had last names that began with Mc- or Mac? Eric McEachern won the High Point A, Cooper MacKitchre was the High Point B winner, and Dave McKowsky was the High Point C guy. What are the chances of this sort of thing happening? Has anything like it ever happened before? Maybe it's some kind of a sign, a signal from a higher intelligence? Whatever it was, all three of them worked hard to get their trophies, and we congratulate them. Hey! Our story on the Rhody was written by a guy named McLaughlin! They're taking over!

Almost Too Much

There are about a million AMA/Suzuki Dual Sport Trail Rides this year. Actually there are 21 of them, but when you consider that each one is a two-day ride, that's 42 days of riding, which is almost too much! Not really, but do you know you're entered into all kinds of prize drawings at the end of the season, every time you ride one of these events? You could win a year 2000 Suzuki DR-Z400S if you win the Grand Prize, and a shot at 13 other valuable prizes at the same time. In addition, the series sponsors provide a number of giveaways at each event, the sum total being that you make out like a bandit when you ride the dual sports. We still have a half-year of them to go, so you haven't missed too much yet. Check out www.amacycle.org for more information, or call 1-800-AMA-JOIN.

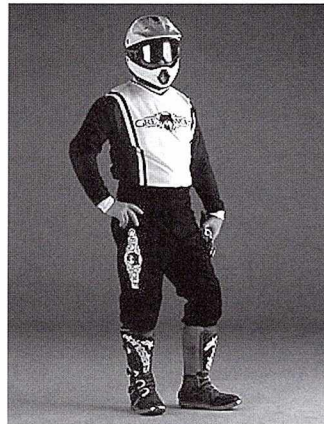
Riding Gear for Real Men

We received a new product release from GreyWolf, a new riding gear for the guy who's been there and done too much of that. We'll quote from the press release:

"GreyWolf relaxed fit riding gear is a new concept in off-road riding apparel. GreyWolf is tailored for the man with a seasoned waistline, one who has grown accustomed to the Good Life—and for the hard to fit big man. The

hips and thighs are amply cut for room and they rise to where the waist really is. A wide waistband with an elastic panel on each side expands to add a little more stretch for comfort. GreyWolf pants are made of tough and durable 1000 Denier Cordura, with a Spandex panel that extends to the hemline. So if the pants are too long, simply cut them

off and make a new hem. We have made this easier by ending the lining at the knees. An added attraction is that when you remove the pants the lining can't be dragged out. Stretch Kevlar is properly positioned for protection on the inside of the knees. The leg is precurved for a proper fit when rid-



Eric McEachern at Rhody.

Endorsement by Greens may be Black Mark for Gore

Submitted by the BlueRibbon Coalition

Some multiple-use recreationists and resource interests fear the endorsement today of Al Gore's presidential bid by an extreme environmental group may cost him votes among so-called Reagan Democrats.

Gore's recent promise to expand Clinton's land-lock up legacy combined with the Sierra Club's continued attacks on families who like to dirt-bike, drive sport utility vehicles, ranch, snowmobile, ride a jet ski, or harvest timber could alienate blue-collar workers.

Don Amador, the western representative for the Blue Ribbon Coalition, says, "I'm not so sure that Gore should be proud to take the endorsement from an extreme organization that advocates blowing up the dam at Lake Powell or proposes an outright ban on forest health-related logging in our national forests."

"I don't think the Gore campaign realizes that a large number of voters throughout this country like to enjoy our natural resources using an all-terrain vehicle for backcountry exploration, go on a horse tour, drive a snowmobile for recreation, or sight see using a JEEP," Amador continues.

"By taking this green endorsement from a group that wants to outlaw responsible off-road recreation, all resource use, and modern forestry practices even for fire prevention in our national forests, Gore appears to be sending a message to mainstream recreationists that he does not want their vote," Amador concludes.

A Northern California grassroots resource group also weighs in on the Sierra Club's endorsement of Al Gore. Nancy Ingalsbee, the executive director for the Klamath Alliance for Resources and the Environment, states, "I know that I speak for a lot of ranchers, timber workers, and private property owners up here in the Yreka area when I say that the Sierra Club's endorsement of Gore today will not win him many votes in this region of California."

"It appears that Gore does not care about the many blue-collar Democrats who have been put out of work by the extreme land misuse policies of the Clinton administration and the Sierra Club. As forest fires rage throughout the West, I wonder if Gore knows of the green's 'fire motto' -- the most devastating wildfire is better than the most eco-friendly timber harvest," Ingalsbee concludes.

The Blue Ribbon Coalition is a national recreation group that champions responsible recreation on public lands. It represents over 850 organizations and businesses with 600,000 members.

ing.

"GreyWolf Gear is conservatively styled in a nice dark blue, with black Spandex and Kevlar. The subtle GreyWolf logo is in black and white so you don't have to dress like a Supercross banner. We provide stylish and comfortable jerseys to match in the sizes you're looking for, of course, and we only sell direct.

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Finally, riding gear you won't remember when you're shoveling down those hash browns at the diner. Call them, or see their Web site at www.Greywolfgear.com.

Nevada 2000 Success

Last month saw the inaugural running of the Nevada 2000, an almost 2000 mile loop of Nevada that took six days to complete and saw Johnny Campbell and Team Honda put another major off-road trophy on the mantle. The Nevada 2000 was the brainchild of Casey Folks, lord high ruler of the Best in the Desert Racing Association, and was based loosely on the route Casey devised for the Acerbis Nevada Rally a few years back. Six days of some serious fast racing can make for some exciting spectating, and from what we hear the race was spectacular. There's a lot of chance for gremlins in such a race, and some of the expected top teams were taken out by bad luck. The team of Ty Davis and Russell Pearson, riding a YZ426, were taken out by a broken piston while they were nearly leading the event. And the team of Destry Abbott and Brian Brown, on a Kawasaki KX500, held the lead for most of the race before Abbott suffered a high speed crash and was airlifted out with a bad concussion. Even the lead team of Campbell and Tim Staab had bad luck, with Staab getting hurt and Campbell getting sick for the last two days. Still, they toughed it out and riding solo on the last day Campbell brought home the win, even though his team never won a day of the event.

Following th Campbell/Staab team in the overall were Jonah Street and Steve Hengeveld also on Hondas, and Daryl Folks and Rick Bozarth riding a KTM 300, and also finishing first Over-30 Pro.

New MSR Catalog

We know our old friend Steven Adams of MSR has been working hard on the new MSR catalog, because we've had to listen to him whining about it for some time now. But it's done, in tasteful back with a "1971-2001" line gloss-varnished on the cover, indicating that Malcolm Smith Racing Products is now 30 years old, just like Trail Rider. Yippee! Well, this is the book that started it all, and to get your copy see your dealer or get in touch with MSR at 232 Granite Street, Corona, CA 92879. ↑

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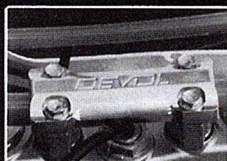
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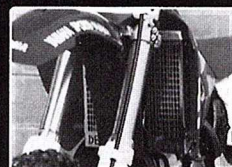


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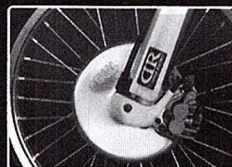


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Third Time's The Charm!

For a week or two before the column, we all asked the question, "Where's Mikey?" When we didn't find him, we called his mechanic and spiritual advisor Al Randt, up in Michigan, and Al clued us in. "The last time I heard, he was out doing some serious tuna fishing. He's taking a break. I don't know, Texas might have shaken him up, and he's just going to relax for a while and get healthy again."

What happened in Texas was this: Mike went into it with a bad case of race nerves because he could score enough points there to wrap up the championship—one of those things where if he won and Randy Hawkins finished second he'd have five more points, which would give him something more than a 30 point advantage and no chance of Randy catching him either on the second day in Texas or at the last round in Michigan. But whether it was nerves or he was coming down with something he didn't feel right when he landed in Texas. It was way too hot there, he rode feeling lousy on Saturday and still had to push as hard as he could in a Qualifier-format event, something that really annoys him. "It isn't a national enduro, it's an ISDE Qualifier-format, and why should we have to count that kind of riding in a strict enduro series?" he complained to us ahead of time.

Whatever. You know how you feel when you don't really like the ride you're on. On top of that he was getting sick and it was 105 degrees out. By the end of Saturday he had finished third behind Randy and Shane Watts, and he couldn't keep any food or water down that night. The next day he was in bad shape for another ride, but he went out and managed to finish 16th for the day, refused a trip to the hospital (which was probably a bad mistake) and flew home instead. "Man, you should have seen him," said his brother Jack, "He must have lost ten pounds over the weekend, and his eyes were sunk way back in his head. He didn't look good."

But in the end, he had finished the weekend with enough championship points to ace Randy out of the win, something Randy has ridden hard for this year. So he's both recuperating and taking some slacker time off, and of course didn't write anything for his column this month. That's okay, we'll get him next month again, and in the mean time we'll give him 30 days to enjoy being champ again! ↑





ENDURO ENGINEERING




SCOTT









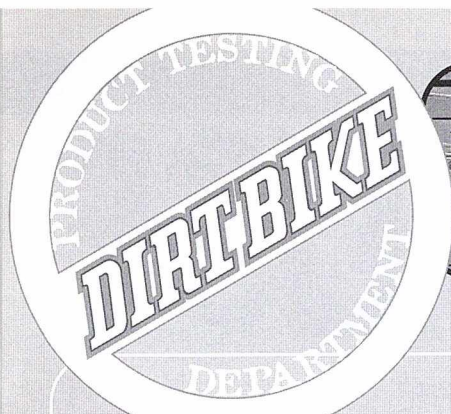
Congratulations Mike!

3 TIME NATIONAL ENDURO CHAMPION

Mike Lafferty

NATIONAL ENDURO CHAMPION

2 0 0 0



Krause Stainless Sprocket

We don't know if it will ever wear out

We wear stuff out. The pile of boots, chains, clutches and used-up parts in the *Dirt Bike* dumpster is enormous every month. But we have to admit defeat here. After months, we have failed to even make Krause's new stainless steel rear sprocket show any wear at all.

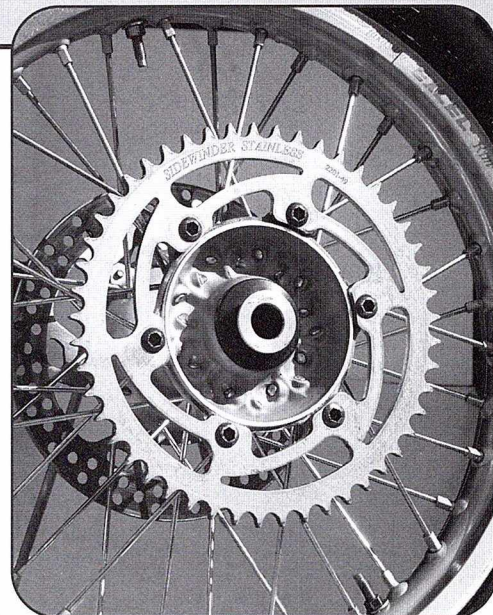
Our first attempt was in Glen Helen's Six-Hour GP. We put a 48-tooth stainless sprocket on our Yamaha WR400. Powerful bike, long race, sandy track; we figured the sprocket would be done right there. Nope, at the end it was as new as the start. Then we set out on a program of regular riding and abuse. It still looks great. It will be on that bike until someone decides to change the gearing.

Steel sprockets certainly aren't new. But sprockets are usually stamped out, which means they can't be made of very tough stuff. The end result is that the steel sprockets that come stock on some bikes wear out just as fast as aluminum sprockets. They just weigh a pound or

two more. Krause uses much harder material and then cuts them out with a laser. It's an expensive manufacturing process but the only way to do it.

Will the harder material make chains wear out faster? People told us it would, but so far we see no evidence of that. But we do know that chains and sprocket wear together—it's never a good idea to use a worn chain with a new sprocket or vice versa. So with a sprocket that never wears out, we decided it was best to use O-ring chains. If we used a regular chain, we would have to replace it before it started showing wear, and that would get expensive quick.

Then there's a weight disadvantage. If you're trying to shave ounces off your bike with expensive nuts and bolts, it would make you ill to add a pound and a half with one part. The suggested retail price is over \$120,



which is fine considering it will have several times the life of a \$60 aluminum sprocket. It will still look like new the day you sell your bike, no matter how much you ride. □

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THE SPROCKET YOU'VE BEEN WAITING FOR

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TRAIL RIDER says...
MAGAZINE

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A GOOD CAUSE

MVTR Raises \$46,000 for Cystic Fibrosis research

By Sean Conocor, photos by Rick Raymond

Laconia, NH 6/10-11

Shane Nalley and Buddy Antunez led the Suzuki Dual Sport team on its annual foray into the great north woods of the Merrimack Valley Trail Riders' AMA National New Hampshire Classic Charity Trail ride at the New Hampshire International Speedway this weekend. Four-time national Arenacross champion Antunez, riding his first dual sport event on a DRZ400, impressed his riding partner, MVTR President David Fraser, with his quick adaptation to the rocks, mud and roots of New Hampshire. When asked to comment on the differences between riding Arenacross and off-road, Antunez responded "They don't give us arrows in the arena. But they don't give us trees to bounce off of, either." Nalley's only regret on the weekend was that he couldn't ride the entire course to his duties manning the support truck. "Next year I'm recruiting a driver for the truck," he promised.



The two day event began with some single track trail that trail boss John O'Connor intended as a warm-up for the assembled multitudes. It worked a little too well for some folks, and will, he promised, be a hero section next year. It was here that Suzuki regional manager Dennis Huckins became an impromptu course marshal, his enthusiasm not dampened nearly as much as his riding gear.

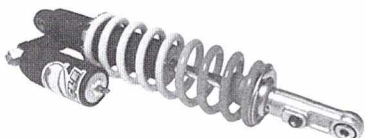
Once through that special test, riders enjoyed the trails and back roads of the southern loop on their way to the lunch stop, catered by Cystic Fibrosis Foundation and the Merrimack Valley Trail Riders at the Americorps Camp in Bear Brook State Park.

L to R: Dennis Huckins, Mike Mumford, Rupert Dance, Anne Mumford, Buddy Antunez, John O'Connor, and Robert Barrett, posing with Barrett's new DRZ400.

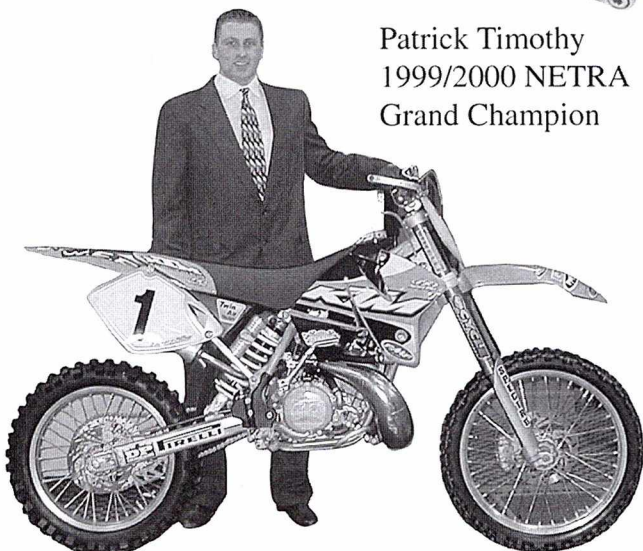
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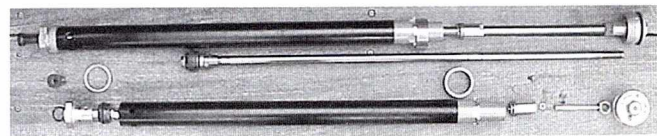
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Refreshed by burgers, hot dogs and cold drinks, participants wended their way back to New Hampshire International Speedway on their choice of dual sport or hero section trails. Upon returning to the Speedway, all had the option to enjoy the late afternoon road races already in progress.

Saturday evening featured a banquet at the Checkered Flag Restaurant in the Speedway infield, where CF director of special events Lisa Babaian presented to Rupert Dance of freedom Cycle Suzuki with a special CF Heroes award for his relentless work in making the ride a success each year. American Suzuki also presented a check for \$14,300 to CF representative Anne Mumford, on behalf of 33 participating Suzuki dealers and U.S. Suzuki.

The highlight of Sunday morning was the drawing of a brand new Suzuki DRZ400, in a raffle available to all riders in attendance. Raffle tickets quickly sold out, as 341 riders teamed up with the event's sponsors to raise over \$46,000 for the Cystic Fibrosis Foundation. MVTR's favorite poster girl, Anne Mumford, 11, a Suzuki rider herself, pulled the winning ticket for Robert Barrett of Barre, Vermont, prior to Sunday's rider meeting, starting him off on a very good day.

Sunday's northern loop ventured into the scenic lakes region, with mountain top views that were not spoiled by the increasing cloud cover. A brief shower cooled things off, providing incentive for some to



Riders enjoying a lunch stop in Bear Brook State Park. Right: Cruising the easy dual sport trails on the ride.



challenge the eight mile hero section that was formerly part of the NETRA hare scrambles course in Alton, New Hampshire. Another hero section on the northern loop got riders' attention by traversing a cliff face along a narrow ledge.

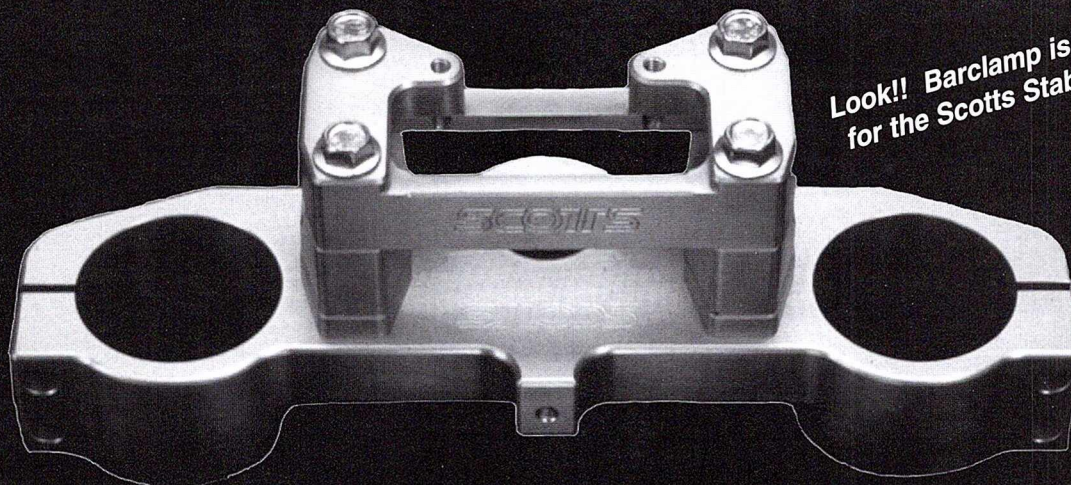
The weekend ended with club members awarding the Iron Man Rider Trophy to, appropriately enough, Hunter Strong, a Worcester Tech student who rode his Kawasaki Sherpa to the event, camped out at the Speedway, completed both days including some hero sections, and proceeded to ride home. It was Strong's first AMA dual sport or NETRA turkey run, but not, he vowed, his last.

The Merrimack Valley Trail Riders and the Cystic

Fibrosis Foundation wish to thank sponsors American Suzuki, New Hampshire International Speedway, American Airlines, Torco Racing, Spectro Oil, Gillette, Trail Rider Magazine, AMA, NETRA, and all the participating New England Suzuki dealers for their generous support of this ride. Also thanks to Bear Brook State Park, New Hampshire Bureau of Trails, and the New Hampshire Chiefs of Police, without whose cooperation this event would not exist. ⬆

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GAS GAS XC300

Trial by Rock: Is this a good reason to ride the Rhody?

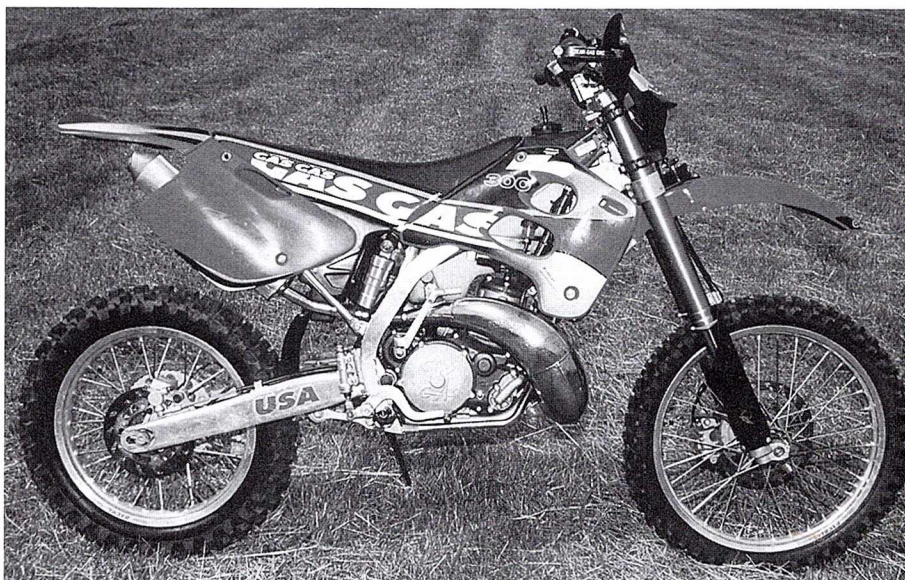
Here at Trail Rider, we've been trying to get a Gas Gas test bike all year. The trouble with making it all happen was due to a number of things. First, Gas Gas is located down in northern Mississippi, far enough away that we can't just jump in the truck and head down there. Second, they were selling everything they brought into the country, and we can understand why they would rather pay bills than give bikes away to people like us. The option was there to jump on a plane and head on down there, but we never really got all that together. "Well, come on out to a national enduro and ride one of the team bikes, that's the best thing to do," said Don Knight, president of Gas Gas North America.

We never got it together for the Greenbrier National in the beginning of the year, but with the Rhody National coming up fast we figured that would be the best opportunity to finally get a long test ride on a Gas Gas. Forget about the fact that in doing so we'd have to actually ride the Rhody enduro. We're well aware that Rhody's trails have had most of the dirt scrubbed away, and there's nothing left there but rock, but we're dedicated to our readers here at TR, and if we had to actually ride, well, that's what we'd have to do.

The 2000 Gas Gas 300 we rode was originally issued to one of the Gas Gas team members in Portugal last year. It had been ridden and maintained over the season, and was a test bed for design changes intended for the 2001 model year. So basically, this is not a 2000 Gas Gas, it's more like a 2001 prototype. What has been changed on this bike versus a stock bike is the cylinder has been ported, the case halves matched. It has a lightened harmonic balancer, and a high compression ratio head. Aside from that, the stock XC suspension had been revalved with what will be the 2001 specs. Sadly, it wasn't revalved to work specifically in Rhode Island rocks, something that we'd be very concerned about during the ride.

Why not talk about the suspension right up front? The trouble with it not being valved for Rhode Island ensured that it wasn't going to work all that great. The last time this bike was ridden was locally, in Mississippi, where firm dirt, roots and whoopedos are the only obstacles. If there's a rock in Mississippi, somebody brought it in from out of state.

Sure enough, when we entered the rocky woods at Rhody, the bike was all over the place. We adjusted the clickers down, eventually going to full soft on the compression and rebound, and it helped, but it didn't cure it. The trouble is, the clickers only control one tiny segment of the damping range, like



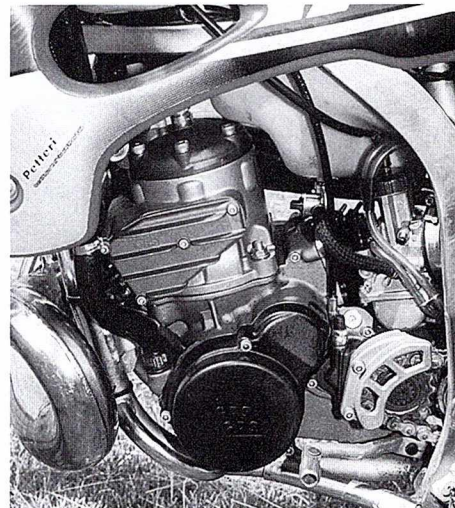
having a six inch diameter water pipe with a quarter-inch faucet on it. No matter if you open that little faucet all the way, you're still not going to get that much of the water through it. Rhody trails are unlike any other rocky trails. The rocks are general-

ly the size of bowling balls or a little larger, and the dirt is really soft forest mulch and sand. Once the trails are well ridden, the dirt all gets pushed away and the rocks stand up like they've been superglued onto a concrete sidewalk. Every rock edge is square to your tires, and every rock you hit is like smacking into a wall. The clickers—that little faucet—aren't going to do much. What you need to do to any suspension to work up here is shake out all of the stock valving shims and replace them entirely with a stack of shims that work smooth and easy—and at that point, your suspension won't

The forks were typical WP, ready to work in anything once valved correctly. We liked the blue plastic.



Gas Gas is building a nice engine. The power output was good and strong, but still very rideable.





Good parts all over. Excel rims, Ohlins shock, Michelin tires, Brembo brakes, Regina chain and that totally cool nickel-plated frame.

work anywhere else; it especially won't work in whoopeddos.

So it's always a trade off, and we knew that going in. Once we adjusted the clickers it was tolerable, and if we could ride faster we would have done better. We know the suspension works good in Mississippi, and probably well in Jersey sand and Ohio mud, but not in Rhody rocks. Still, the Gas Gas has a set of WP 43mm inverted forks (just like the 2000 KTMs) and an Ohlins Gold Series rear shock. The best suspension components available, and we know both ends can be valved perfectly for whatever we wanted to valve it for.

Closely related to the suspension is the overall handling, and that's one place where the Gas Gas

shines. The 300 we rode was both sure-footed and light steering, a great combination of traits to have in a bike. The bike was fitted with Gas Gas' own variable diameter handlebars cut to 30 inches, and they felt perfect. The suspension sag was set for us at both ends, and the bike was balanced fine. The Gas Gas isn't a lazy turner, it turns sharp and quick, a real boon in the woods, and it takes little effort going from lock to lock to get around the tight trees. We were comfortable on the Gas Gas right from the start. No complaints here.

Power and Torque

One real concern we had before the event was the bald

fact of riding a 300 in what we knew were going to be rough conditions. I've always preferred a small bike, riding a 200 most of the time, and if I ride an open class bike it's usually a four-stroke. The last "big" test bike we had around here was a '99 KTM 300 MXC and it frankly scared away most all of the staff and test riders. The KTM has a strong engine, with a monster hit right in the fat part of the rev range. If you don't respect the midrange hit of a KTM 300 you will wind up launching into many places you may not want to visit. Would the Gas Gas 300 be the same?

No, it isn't. The Gas Gas 300 is much more linear. The engineers who designed this engine spent a lot

SPECIFICATIONS

Gas Gas XC-300

Engine Type:	Liquid-cooled 2-stroke
Displacement:	294.7cc
Bore/Stroke:	72 X 72mm
Transmission:	Six-speed
Gearing:	13/48
Chain:	Regina o-ring
Tank Capacity:	3.2 gal.
Carburetion:	Keihin PWK 38
Ignition:	Kokusai CDI
Forks:	WP USD43MA
Suspension Travel:	295mm
Front Brake:	Brembo 260mm disc
Front Tire:	Michelin M-12 80/100X18
Rear Suspension:	Ohlins
Suspension Travel:	320mm
Rear Brake:	Brembo 220mm disc
Rear Tire:	Michelin M-12 110/100X18
Seat Height:	940mm
Wheelbase:	1475mm
Ground Clearance:	340mm
Claimed Dry Weight:	217 lbs.
Suggested Retail Price:	\$6799

of time working out the porting and every other variable in the engine to create an extremely linear powerband, power everywhere you want it, but no overwhelming "hit" anywhere in the rev range. The 300 displaces a full 294cc, but it doesn't feel like a gnarly open bike. It feels like a strong, peppy 250 with good manners. You don't have to be real careful of what you're doing with the throttle on this bike. Yes, it's strong in the midrange, but when it comes on the pipe it isn't automatically going to leap ten feet forward like a frightened deer.

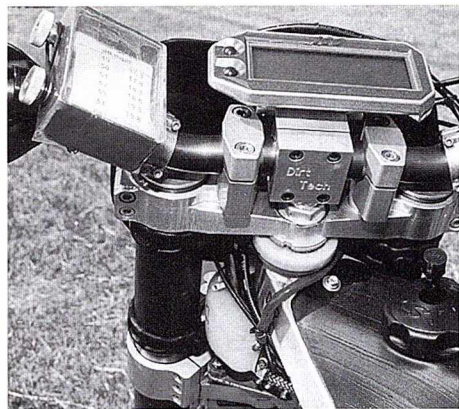
The powerband was great for New England riding, as a matter of fact. There is strong low-end torque, seemingly right down to zero, and the engine revs



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We used an ICO Checkmate on our test XC300, and it worked really well. We do have to admit that Randy Hawkins download-programmed it for us, taking a lot of the work out of using it. The huge instrument bracket is made by the Gas Gas guys.

have been perfectly comfortable with an S-12 in the front as well. We happen to know that Mike Lafferty, the overall winner of the event, was running S-12's front and rear. Good tires.

Sharp-eyed readers will notice that the Gas Gas uses the same simple-design chain guide originally used on Husqvarna motorcycles when they first came from Sweden. Just a double plate hanging down on a rubber pivot, with a couple of rubber rollers. You know, everyone else tries to do it better than this, but we're beginning to believe this is the simplest, best-working chain guide ever created. If it bends, put your foot on it and bend it back, but it hardly ever bends because it can flex out of the way.

No matter how you cipher it, the Gas Gas is very similar in feel to riding a 2000 KTM, and comparisons have to be drawn if you have experience with the two. In a lot of ways, the Gas Gas is everything good you were disappointed about in your KTM. The Gas Gas feels right, it might fit you better than a KTM. At the same time, there are little things that the Gas Gas suffers for, like the limited brake pedal adjustment, or the fact that you still have to deal with the weight and maintenance hassle of a linkage suspension, little things. But little things can be changed or adjusted easily, and when you're done you're going to have an excellent bike on your hands.

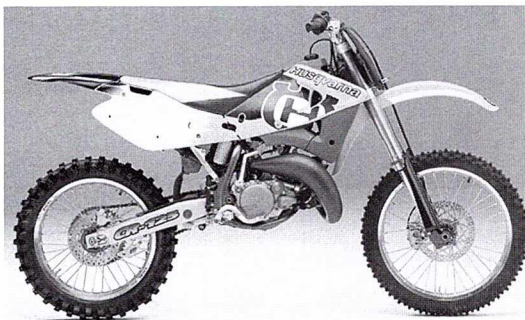
Prime Ride

In other words, we believe that Gas Gas has arrived. They sell only a fraction of the bikes KTM sells right now, but they are catching up quickly. And the reason they're catching up is that they're building a bike that works well, seriously well—this is no joke. Without a doubt, the powers that be at KTM and Husqvarna must be starting to feel the pinch that Gas Gas is producing, because Gas Gas is making a bike that can not only compete with their bikes, it can beat their bikes in a fair fight.

We liked the 300. It's a well made, well thought out, very competitive bike that at the same time is easy to ride. In addition to that, it appears that Gas Gas machines are very reliable. With the Gas Gas dealer base growing every month, this Spanish bike is looking more and more like a viable option for any weekend racer. In fact, if you have a Gas Gas dealer close by, you're cheating yourself if you're not considering one for your next new bike. ↑

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SOMETHING OLD, SOMETHING NEW

On Any Sunday Revisited

I hope we don't have to introduce On Any Sunday here. You've all seen it, and if you haven't you should. It is THE motorcycling feel-good movie, filmed and produced by Bruce Brown back in the late sixties. Brown was on a steep rise, surfing from the popularity of his movie *The Endless Summer*, a great surfing movie. As you'll learn from *On Any Sunday Revisited*, he happened to go to a motorcycle race, took one look at the action happening, and said "I could make a film out of this." His next thought was, "Who can I get to pay for it...?" and that's where Steve McQueen comes in.

On Any Sunday Revisited is the film all of us On Any Sunday fans have been waiting for. It contains "now and then" interviews with a lot of the riders featured in the first film, a lot of insight from Bruce Brown, and unseen footage from the literally miles of unused footage left over from shooting the original. This is some great, great stuff, and it will increase your appreciation for the original On Any Sunday, and you'll learn a lot more about it. Get this tape. Get this tape. Get this tape!

Now that we've convinced you, we'll let you in on the two things we found just a little disappointing. One is that the OAS Revisited tape is only about an hour running time. We could easily watch three hours of this and not get the least bit bored. Bruce's son Dana Brown wrote, produced and directed OAS Revisited and instilled into it the same homey, folksy pace that Bruce put into the original movie. It's easy and fun to watch, but there needs to be more of it. It's easily worth the \$19.95 they're asking for it, though.

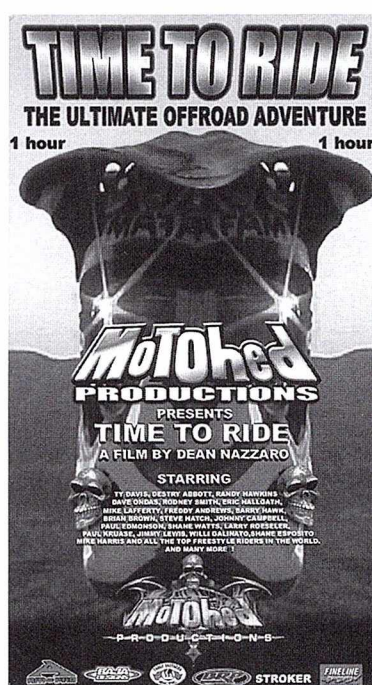
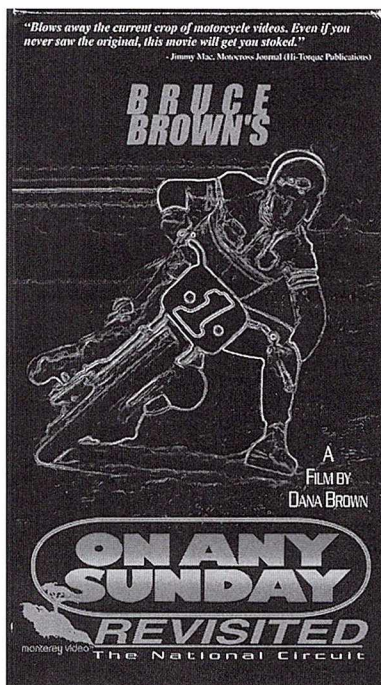
Secondly, we were fairly shocked that Malcolm Smith isn't in OAS Revisited. When the credits roll a note is put up on the screen that because of time constraints motocross, enduro, trials riding and Malcolm Smith didn't make it into OAS Revisited. "That is for another Sunday..." the credits say. Okay, that's well and good, but Malcolm was such a big part of the original film, his absence here is conspicuous to a huge degree. It's almost as if the second hour of the film could be all about Malcolm, McQueen and motocross, and filming the

trail riding parts and they'd be done with a full version of OAS Revisited. As it is, we'll have to wait for another film, that will hopefully come soon now that our appetites are honed.

So, in On Any Sunday Revisited you will see interviews with Mert Lawwill, Sammy Tanner, Walt Fulton, Chuck Palmgren, Dave Aldana and many others, film time for Bruce Brown himself, and lots of previously unused flattrack footage, as well as clips from the original. It's all great, and we like it so much we're ready to fly out to California and give everybody at

Monterey Media Inc. a big hug. But, now we need another one, and quick!

Get On Any Sunday Revisited for \$19.95 from Monterey Media Inc., at 800-424-2593, or at Brookside at 800-934-4336. They have it in VHS video, or in DVD if you're into computer movies. The DVD version has an additional tribute to Steve McQueen, as well as a special Motocross Journal video interview with Bruce Brown, and some other additional clips. You can also get the original On Any Sunday from Monterey for \$24.95, or a boxed set of On Any Sunday, OAS Revisited, and On Any Sunday II (not a Bruce Brown film) for \$49.95.



Time To Ride

The other one-hour video creation we looked at this month is Time To Ride. This is a collection of clips, sorta like the off-road version of Crusty Demons. In it, we see Ty Davis and Mike Harris riding on a golf course, Mike and Rich Lafferty roosting it up in the New Jersey woods, Larry Roeseler, Rodney Smith, Randy Hawkins and plenty more, all playing off road. It's pretty cool, it would be an all off-road play video, except the producers slipped in a token amount of Brian Deegan jumping at a freestyle event, which doesn't really fit in but who cares.

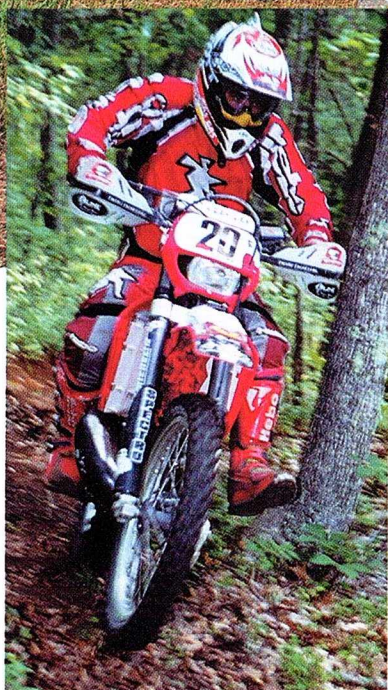
The most bizarre stuff in the video is the guys riding on the golf course, in and around golfers out doing their thing. Lord knows how they got permission to do it, but it's every dirt bikers' grass track fantasy. There's also some high speed desert riding with Destry Abbott and Johnny Campbell that gives you a little insight into how fast those guys can go out in the wide open. There's a couple of scenes from Randy Hawkins' home and private riding grounds that was just filmed this spring, and a quick look at Hawkins' trophy room, which is mouth-dropping incredible. And to a lot of you, the time spent with the Lafferty brothers roosting up the South Jersey sand will be very familiar.

It's fun to see someone making tape of our off-road stars, although you won't see much in the way of interviews, just balls-out riding. That's okay, it's still cool. Get it for \$24.95 from Motohed Productions, P.O. Box 5415, Huntington Beach, CA 92615; 1-877-MOTOHED. They also have a Web site at www.motohed.com. ⬆



Three guys on bikes: The original On Any Sunday crew of Steve McQueen, Mert Lawwill, and Malcolm Smith, on the beach. (photo courtesy of Monterey Video)

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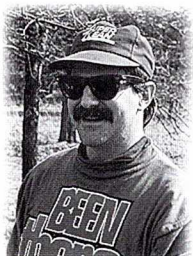
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Brake Caliper Rebuilding

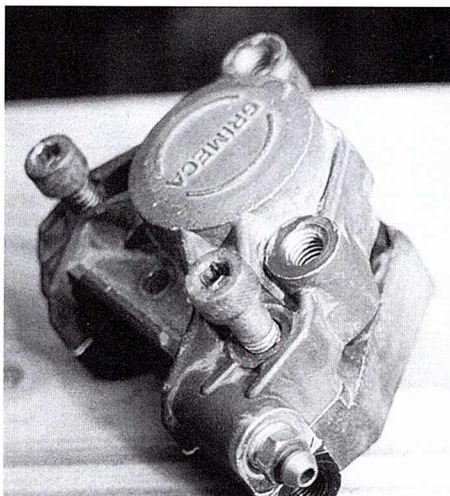
The hydraulic brakes found on just about all late mode dirt bikes are great. They provide excellent, consistent performance while seldom requiring service more complicated than replacing pads. However, when they do, it's a job that few backyard mechanics are familiar with, even though it's really easy. The primary task of any caliper (or master cylinder) rebuilding project is to replace worn and leaking seals. This entails caliper removal and disassembly, cleaning, seal replacement, reassembly and brake system bleeding. Sounds simple, right? Even so, there are some tricks to avoid common pitfalls and problems.

Caliper Description

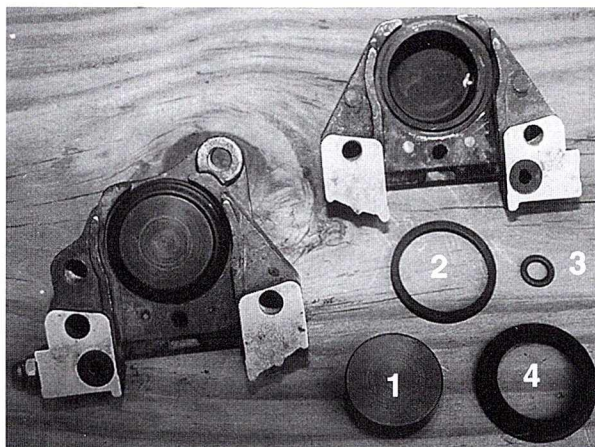
A caliper is the slave cylinder in a simple hydraulic system. It has been matched, bore and stroke, to its master cylinder and the task that it has to perform. Mixing and matching brake system components is something that should be approached with caution. All hydraulic brake systems are basically the same and work this way. There are, however, different caliper configurations, such as single versus dual piston designs, floating versus non-floating caliper bodies. For the record, dual piston calipers provide additional stopping power that can be distributed over a wider area, facilitating the use of brake pads with greater contact area. They're commonly found in front brake applications.

Late model dirt bikes almost exclusively use a floating caliper. Non-floating calipers were common in the early days of hydraulic brakes, and feature a split caliper body that gets bolted together with an opposing piston in each half. They get their namesake from the fact that they are bolted directly to the bike's fork or swing arm. The more common floating caliper uses a one piece caliper body that slides on pins (via the brake caliper carrier) that are mounted to the bike. The advantage of a floating caliper is that its one piece body is cheaper and easier to manufacture, and simpler to rebuild. Floating type calipers only have piston(s) on one side, meaning there's no caliper body to be split during rebuilding. Their only drawback is that the sliding surfaces on which it floats wear out and require periodic replacement.

You'll need a caliper rebuild kit for this project. Caliper rebuild kits usually consist of the requisite



A double-piston Grimeca caliper we had around serves as a good example. It's not the most common caliper used, but they're all functionally similar.



The caliper body separates into two pieces, and the components are stone-axe simple: 1. Caliper piston, 2. Piston fluid seal, 3. Body fluid seal, 4. Piston dust seal. Rebuilding consists of replacing the seals and making sure the piston is undamaged.

number of piston and dust seals (one for each piston). Depending upon make and model, some also include new piston(s), and for non-floating calipers, one or more center sealing rings.

Begin the project by removing brake pads and asso-

ciated retaining pins and clips. Its best to set these aside before any brake fluid starts getting spilled as brake fluid will foul pads. Regarding brake fluid, always be careful what it comes in contact with, as it's unfriendly to many paints, plastics and rubbers. Next step is to remove the caliper from the caliper carrier, swing arm and/or fork. It's not always necessary to unbolt the caliper from the brake hose, assuming that you don't mind working alongside the bike. I prefer this, as whenever you separate hydraulic components, you invite the potential for leaks upon reassembly. However, if you expect and/or encounter problems, then you'll probably want to unbolt the brake hose. If so, it's easiest to unbolt the brake hose while the caliper is still mounted on the bike. Likewise, crack open the caliper bleeder nut while the caliper is anchored.

With the caliper separated from the bike, thoroughly clean off all dirt and accumulated mung. On non-floating calipers, the first step during disassembly is splitting the caliper body. If you're rebuilding a floating caliper skip to the next paragraph. To split the body of a non-floating caliper you'll need to remove the two (or more) bolts that hold it together. These are usually high strength socket hex head cap screws and they're often very tight. Taking extreme care not to strip out the heads, you'll almost assuredly require the aid of an impact wrench and a top quality hex socket. Don't use cheap Allen or hex wrenches here, as rounding out the socket head fasteners could render the caliper unusable. With the fasteners successfully removed, the caliper halves should easily come apart. (Editor's note: You can use heat, carefully, in disassembly, since the o-rings and seals you damage with the torch are going to be replaced anyhow. Keep in mind that brake fluid is flammable, and garages burn down easily.)

Now we're ready to start replacing seals. First, remove the caliper piston dust seal(s). These keep dirt from working its way between the piston and caliper body. With the dust seals removed, we're now able to remove the pistons themselves. Sometimes they can be pulled out by hand, while other times they'll have to be pumped out (using the master cylinder) or carefully blown out. Compressed air, blown in through the bleeder or hose connection ports often does the trick, but wrap the caliper in a rag first. Be careful not to

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launch the pistons like projectiles.

With the piston(s) removed, the seals can now be removed and replaced. Use a small screwdriver or other prying tool to carefully lift out the piston seals. Take every step to avoid scratching or marring the caliper body in any way. Now that everything has been removed from the caliper body, give it a good cleaning and inspect the cylinder bore for extreme grooving or scratching (a rarity). Cleaning with compressed air is best. If you must use solvent, be sure to use one that is benign to the caliper seals and take steps to thoroughly rinse afterward. Remember that oil is death to a brake system, and water isn't much better. It may be best to clean with straight brake fluid, and especially if you washed the parts in water.

Lubricate the new replacement seals with brake fluid and install them into the grooves within the cylinder bore. Similarly lubricate the new caliper pistons and gently slide them into the caliper. For rebuild kits that come without pistons, simply clean up and replace the old pistons, unless of course they're severely scratched or otherwise damaged. In these cases, new pistons will have to be obtained. With the piston(s) installed, install the new dust seals over the piston and caliper body. Be sure that the dust seal is fully seated on the caliper lip, as this can be tricky. For non-floating calipers, install the center seal and bolt the caliper halves together. Be sure to lubricate the fastener threads lightly with antiseize. Complete the project by reinstalling the caliper on the bike and bleeding the brakes.

Related tasks:

- Replace brake caliper carrier pins, bushings and seals of floating calipers
- Inspect the brake rotor for bending and wear
- Thoroughly bleed all air out of the brake fluid
- Replace brake pads ▲



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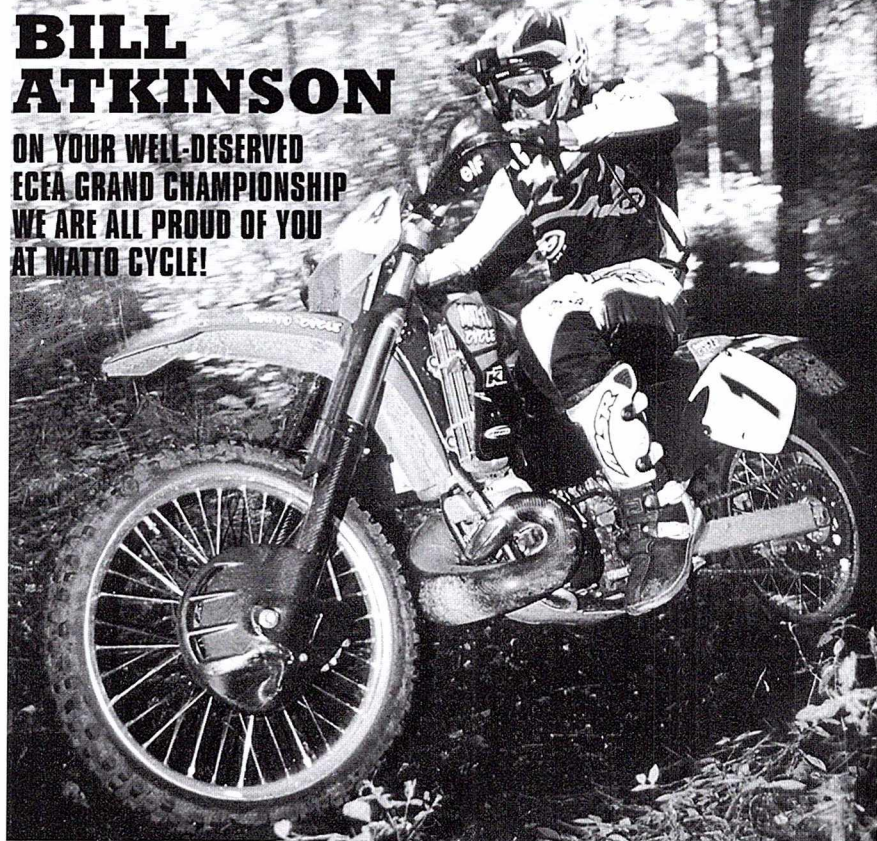
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HEAD for the HILLS

Two new winners for two ECEA mountain runs

Ridge Run Enduro Round #8, Allamuchy, NJ 6/11

Reigning ECEA enduro champ Bill Atkinson made a rare appearance at this year's Ridge Run enduro, and proved that he's still among the series elite. Off chasing fame and fortune in the GNCC series, Atkinson isn't defending his ECEA Grand Champ title, contesting few ECEA events this year. However, the Matto Cycle, KTM, MSR, ICO, Maurtco Powder Coating, Dunlop, Regina Chain, Enduro Engineering, IMS, Scott USA, Sprocket Specialists, E-Line, Pirie Composites, Elf-sponsored rider took advantage of a break in the GNCC schedule to post-ent the Ridge Riders event and made the most of it, finishing with an unmatched 18 point card to take home all the marbles. Bromley Suzuki sponsored Jack Lafferty, Jr. was runner-up, finishing a minute off the pace at 19, followed by Mike Moore (Yam), whose 20 point score secured him the final podium position.

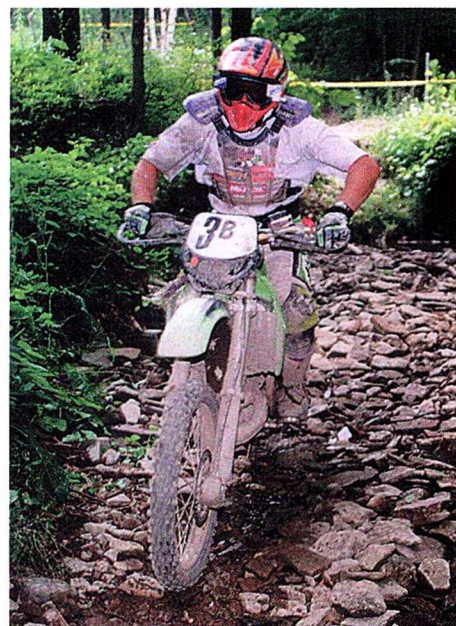
This year's Ridge Run came off a little later than usual, pushed well into June. The risk with this timing is heat, and this year the dice came up snake eyes, mother nature hatching a sweltering day of blistering heat and high humidity. However, this was only part of the test. Recently (the last couple of years), the Ridge Riders have taken to laying out a shortened course, only around 60 miles. To make up for this apparent lack of challenge (not!), trail is negotiated at a tight time schedule that drives riders off the pace, and short resets that permit only the hardest riders to get back on time. As a result, for most intermediates and novices, the final 50 miles of the event is a virtual hare scramble, the gas stop providing the only universal respite over that duration. Combine this with the 95 degree temperatures and it's no surprise that most riders were dragging at the known control. A tough enduro.

The course consisted of two loops, unevenly weighted. The first registered some 40 miles on

the odo, the latter 20. The race began with a five mile section right off the line. A combination of lower speed average and check placement allowed faster riders to stay on time, a rare luxury. Some careless riders even burned this check-out, while others



Below: Steve Bromley attacks at Ridge, on his way to 3rd A Senior. Right: Aaron Kopp won one ECEA event, is charging in the rest of them. He finished second overall at the Barbed Wire.



Left: File photo of Bill Atkinson doing his thing at the hare scrambles—but he can still win enduros. Above: Dave Faery on the gas and winning the overall at the Barbed Wire.

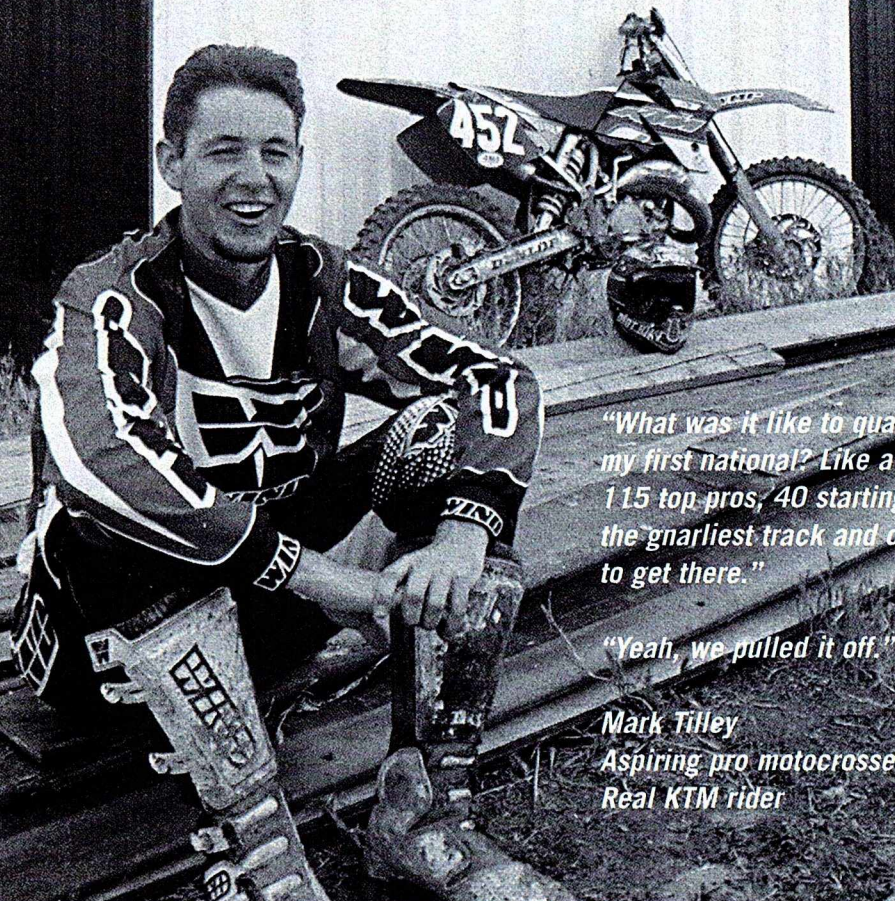
walked it in for naught scores. There was a reset afterwards at the entrance to Waterloo Village, the only rest many riders would get all morning long.

A mile or so of road connectors were followed by 20 or 25 miles of trail with multiple checks within. Despite the reset afterwards, many novice and intermediate class riders rolled in late and had to motor back down the pavement in an attempt to make the next checkpoint. After the gas stop, the race culminated with a 19 mile hare scrambles loop that timed riders at several checkpoints. There were no resets within and the course re-ran much trail used in the morning, its condition significantly degraded.

Naturally, top riders were pretty much unfazed by it all. Atkinson, Lafferty and Moore making the podium in that order. Virginian Brian Russell (Hon) and Senior class rider Steve Michalski (KTM) each turned in 22 point cards and vied for High



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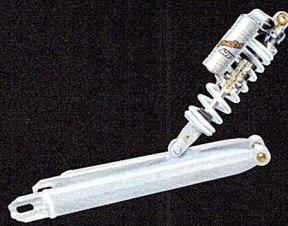
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Point A honors. Russell had the edge in emergency points and took home the High Point A trophy, filling the fourth overall seed while Michalski continued his dominance of the A Senior class this season, his fifth overall finish earning another class win. KTM jock Jeff Pritchard posted a 23 score to fill the sixth overall slot, topping the A Open class in the process. The 24 point finishes of Rich Shirk (Yam) and Jeff Jensen (Gas) were good for seventh and eighth overall placing, respectively. Shirk piloted his YZ426F to best the A Four Stroke class, while Jensen took home the first place trophy out of the A200 class. Jamie Wright (Yam) and Bob Solomon (KTM) rounded out the top ten overall, each finishing 25 points down.

The High Point B trophy was claimed by Bill Gilmore (Kaw) on the merit of a 30 card. Runner-up to the HPB was Alan Frel (KTM) who dropped 31 to win the B125 class. In novice class action, Matt Young (Kaw) turned in a respectable 38 score, using a 17 point margin to earn High Point C honors.

Barbed Wire Enduro

Round 10, Fassett, PA 7/9

Dave Faery mastered a technical Barbed Wire Enduro course to win the Grand Championship at the Southern Tier Enduro Riders event. The KX250 pilot posted section best scores in all but one of the days checkpoints, finishing at ten points down on the day. However, he won the race during a lengthy first loop section that contained a late check-in followed by back to back checkpoints. Faery was one of only three riders to zero the check-in, the others being Jamie Wright (Yam) and Dan Nicoloff (KTM). He followed that feat with 2-1 scores at the next two checks, gaining a significant advantage over all other riders. The

Ridge Run Enduro

Unofficial Results

Grand Champion

Bill Atkinson KTM 18

AA
1. Bill Atkinson KTM 18
2. Jack Lafferty Suz 19
3. Mike Moore Yam 20
4. Craig Shenigo KTM 27
3. Mike McHale KTM 33

A125
1. Bob Solomon KTM 25
2. Mark Roll Yam 28
3. Mike Sigety Yam 29
4. Jeff Botsford Yam 36
5. Pat Emmons KTM 39

A200
1. Jeff Jensen G-G 24
2. Paul Bitting Kaw 27
3. Rob Mohn Kaw 28
4. Ray McKown Kaw 28
5. Jamie Theurkauf KTM 41

A250
1. Brian Russell Hon 22
2. Jamie Wright Yam 25
3. Mike Bradway Yam 27
4. Steve Pfeffer Kaw 28
5. Mike Tavani G-G 29

A Four Stroke
1. Richard Shirk Yam 24
2. Chris Vecchione Hon 28
3. Darrin Russell Yam 29
4. Rich Heing Suz 35
5. Rob Comber Yam 69

A Open

1. Jeff Pritchard KTM 23
2. Steve Guers KTM 26
3. Larry Gordon KTM 29
4. Mark Moyer ATK 35
5. Stacy Clark Yam 43

A Senior

1. Steve Michalski KTM 22
2. W. Fontanazza Yam 27
3. Steve Bromley KTM 30
4. Terry Tucker Kaw 32
5. Sam Deninno KTM 35

A Super Senior

1. S. Wolfersberger Hus 38
2. James Schmitts Kaw 45
3. Jack Schwarz Kaw 46
4. Jack Lafferty KTM 67
5. Dan Stoppi Hon 100

A Veteran

1. Richard Moyer ATK 26
2. Ken Law KTM 30
3. Steve Bowman Hon 30
4. Jim Gunselman Yam 32
5. Steve Aretz Hon 41

B125

1. Alan Frel KTM 31
2. Joe Cartwright Hon 45
3. Bob Converse Hus 55
4. Rob Trout Yam 68
5. Kevin Kamula Kaw 137

B200

1. Sean Kinley G-G 60
2. Ray Strohm Kaw 61
3. Roy Harrell KTM 62

4. Brandon Sigety Kaw 85
5. Jeff Harrison KTM 98

B250

1. Scott Stryker Kaw 32
2. Jason Campbell Yam 32
3. Jarrod Johns KTM 45
4. Phil Uhlend Hon 51
5. Dave McGee Yam 65

B Four Stroke

1. Mitch Schappert Kaw 57
2. Chris Schultz Hon 75
3. Al Zabroski Hon 78
4. James Paul Yam 91
5. Brian Hannaway Yam 236

B Open

1. Ed Dahr Hon 37
2. Robert Limmer KTM 44
3. Dave Walker ATK 92
4. John Bald KTM 118
5. Matt Biedka KTM 174

B Senior

1. Joe Dublas Hus 50
2. George Bressler KTM 68
3. Chris Wyckoff ATK 69
4. Jay Ringler Hon 128
5. Mike Zuzolo Hon 215

B Super Senior

1. Karl Lagus Hon 102
2. Jack Santulli Yam 162
3. Pete Calvet KTM 179

B Veteran

1. Bill Gilmore Kaw 30
2. Dewitt Harrell KTM 38
3. Todd Fenton KTM 39

4. John Kesper Suz 50
5. Jeff Brown Kaw 50

C200

1. K. Insel Yam 55
2. Tim Serinese KTM 114
3. Maurice Kiernan TM 192
4. Jason Aguirre Yam 194

C250

1. Matt Young Kaw 38
2. Lee Salzman Suz 74
3. Jay McLaughlin G-G 87
4. Clint Bienizer Kaw 99
5. Steve Wehner G-G 111

C Four Stroke

1. J. Bartholomew Hon 58
2. Steve Vallis Yam 65
3. Rich Field Suz 96
4. Ben Denise Hsg 76
5. Rob Chapman Hon 102

C Open

1. Pat Amato KTM 71
2. John Veresw Suz 75
3. Dave Stonebrick G-G 103
4. John Whitaker KTM 108
5. Todd Artimovicyh Suz 140

C Veteran

1. Tom Halke Yam 59
2. Walter Whiden Hon 77
3. Gary Clark KTM 112
4. Ron Shaw Kaw 157
5. Scott McGrath Hus 176


Masters

1. Joe Galie KTM 205

next closest to the three points dropped by Faery at those checks were the fives posted by Aaron Kopp (1-4-0) and Wright (0-4-1). Coincidentally, Kopp and Wright finished second and third overall, respectively, Kopp winning the High Point A trophy.

Held for the second year running on a active dairy

farm only a mile from the New York border, this was the most technical enduro course this rider has negotiated in some time. Terrain included a series of grassy hillside grazing fields separated by dense woodlots and small stream beds. Barbed wire fences surround some of the dairylands, for which the club construct-



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Jamie Wright is keeping his high points total by consistent good overall finishes at each event.

ed simple (yet tricky) A-frame bridges for getting over them (rather than just cutting the wire). One such bridge became damaged as planking was broken out during the course of the race. Some riders on rows near the back of the pack were forced to drag their bikes under the wire instead of taking the broken

bridge.

Literally, the trail never seemed to cross level ground, constantly going up, down or traversing steep off camber hillsides. On top of that, conditions were very muddy, even though there was little surface water. Loose, loamy soil conditions were the norm with few rocks. However, gnarly webs of interconnected roots and tree bases more than made up for the lack of rocks. Just about the only rock-strewn terrain was found in various streambeds, which were virtually paved with loose shale stone.

Riding on a late row, we witnessed novice class carnage on numerous stopper uphill. From this perspective, stranded C riders littered the trail. It seemed that just about every uphill had some sort of obstacle blocking a good run at it, and throughout the day traction was constantly at a premium.

Weather for the day was a mix of sun and clouds, with high temperatures in the 80s. A late afternoon shower didn't really impact trail conditions. The club had laid out a three loop course, each loop returning to the farm and approximately 25 or so miles in length. Overall, the course covered some 75 ground miles. Unfortunately, the multitude of criss-crossing trails in and around the start area lead to some confusion and missed turns among riders. Nonetheless, it made for great spectating and picture taking opportunities.

Runner-up to the ten point card of Grand Champ Faery was Suzuki pilot Aaron Kopp, whose High Point finish was accomplished with a 12 card. The Optimum Power Technologies, KCR Racing, Dunlop, Moose, Scott, Acerbis, Boyesen Engineering, Twin Air, White Brothers, Works Enduro Rider, CTI, Cycra, Alpinestars, ELF, Works Connection, N-Style, IMS, Renthal sponsored rider has been on a tear lately and



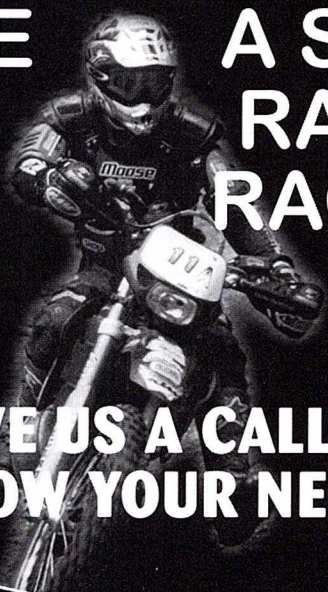
Todd Reder was first A Vet at Barbed Wire, enjoying his new Suzuki in the hills.

might be a dark horse for this year's championship. Jamie Wright (Yam), also in the hunt for the number one plate, dropped 16 to help his cause, claiming the third overall seed and the first place trophy in the A250 class.

Trailing the top three was a DRZ400 mounted Todd

(Continued to page 42)

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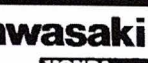


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ROCKY RHODES

Lafferty and the local boys lead the way

E. Greenwich, RI 6/25

Michael Lafferty has made the 2000 National Enduro points chase a little less exciting by putting up some very strong results as it winds down the stretch. The Rhode Island round proved to be another notch in the two-time champ's fanny pack. "Junior" Lafferty posted the fastest scores in nearly every section to further stretch his points lead over multi-time champ Randy Hawkins (Yam). Hawkins' 24-point score was no match for Lafferty's 20.

The tri-sanctioned event, which served as a points-paying round in the ECEA and NETRA Enduro Championships, proved to be one of the longest and most demanding events most of these Northeastern U.S. riders will see all year. Finishing third overall, and first out of all the riders having to show up at work on Monday, was NETRA's Jerry Madore (Yam) with 27 points, followed by ECEA hot-shoe Fred Hoess (Hus) with 28. Rounding out the field were Pat Garrahan (KTM) 28, Matt Stavish (Gas Gas) 29, Hans Neff (KTM) 32, Eric McEachern (Hon) 33, Bill Atkinson (KTM) 34 and Richard Lafferty (KTM) 34.

After a brief trek down the road, a quick four-mile A & B-only section got things heated up, with the fastest riders dropping three and four points each in the rock-infested trails. Lafferty, Madore and Garrahan set the pace with three each, followed by several fours. The C, Super Senior and Women riders were spared the section with a nice reset.

Everyone got to ride the next five mile section,

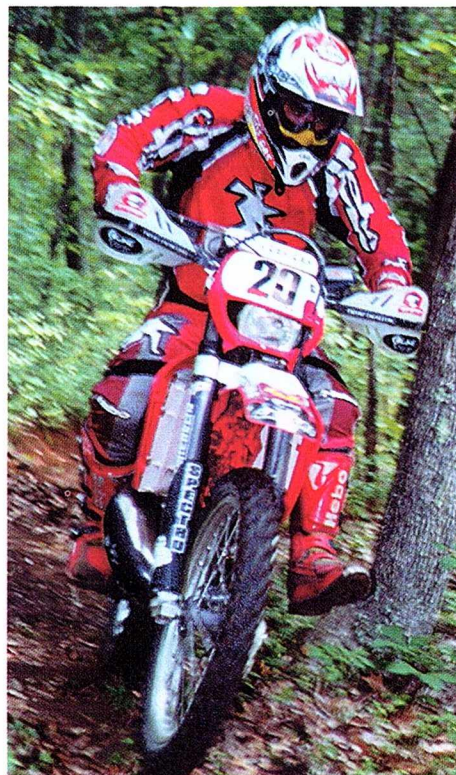
which served as the day's first emergency points-taker. Lafferty nailed down the best time at 2:16, followed by Hawkins (2:46), Madore (2:48) and Garrahan (2:59). A gas available and a short reset followed where Hawkins lost a point at the check-in after trying to repair his fading clutch. Lafferty again set the pace, dropping only two in the fifteen-mile section. Hawkins could not make up the extra point and dropped a three along with several other riders.

The C, Super Senior and Women class riders were all spared the next section. Those who did have to suffer through the rock-infested 3.6-mile section were treated to some "entertainment" at the opening check in the form of a busty topless female. Apparently the eye candy did not distract Lafferty, as he was the only rider to drop only two points at the check-out. Several riders pulled through with three points lost, including Hawkins, Madore, Hoess, Garrahan, Stavish, McEachern and MSR/G&G Cycle's Rick Claxton.

A healthy reset at the official gas stop provided some reprieve from the elements. After the gas stop, a long, rocky power line section led to some trail that turned out to be nothing more than a real long time-keeping section. After riding without a check for so long, a few

Mike Lafferty padded out his points lead with another convincing win at Rhody.

Photos by Denise Bernier



Matt Stavish finished sixth overall on his Gas Gas. Below: C High Point winner Dave McKowsky.



people were caught off guard by the timing of the check into the next section, including Hans Neff and Richard Lafferty. The six-mile section was quite a handful for most, with a combination of rocks, mud, roots and a few hills for good measure. Michael Lafferty and Randy Hawkins again showed why they're the top two riders in the National points race, dropping only four in the technical, greasy section.

The next five-mile section proved a little less demanding, but still took two points from Lafferty, Hawkins, Hoess, Neff and Cayer, who were followed by a host of threes. Another long, rocky section through the Arcadia Forest headed back towards the start area in West



Many lines up the Ledges, all of them tricky!
Right: Pat Garrahan twisted it to fifth overall.

Greenwich, RI. Again, Lafferty and Hawkins set the pace with four-point cards in the eleven mile loop. Madore, Hoess, Garrahan, Stavish, Neff and McEachern roosted through with five apiece.

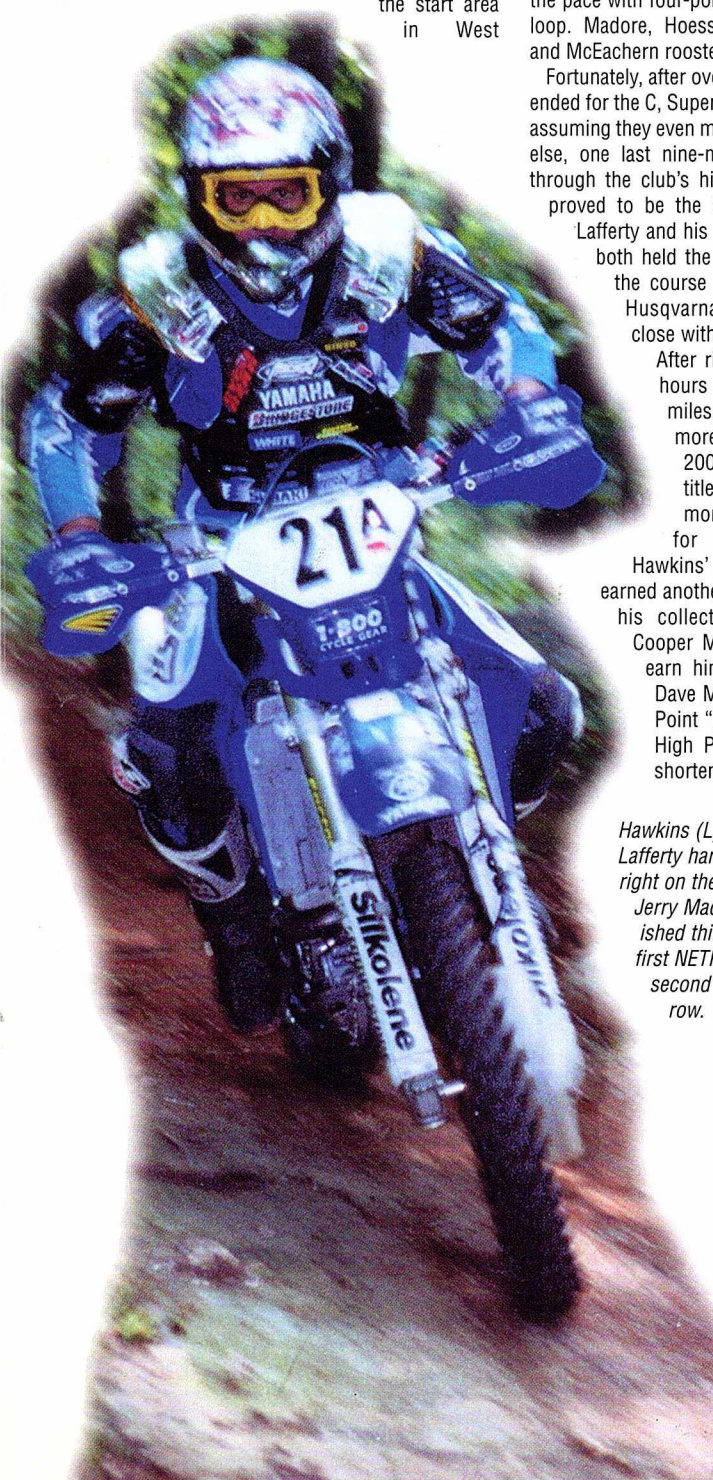
Fortunately, after over 83 ground miles, the day ended for the C, Super Senior and Women riders, assuming they even made it this far. For everyone else, one last nine-mile section remained. A blast through the club's high-speed hare scrambles loop proved to be the icing on the cake for Michael Lafferty and his KTM 250 EXC. He and Hawkins both held the throttle to the stops to smoke the course with only one point lost. Only Husqvarna's Fred Hoess would come close with a two.

After riding for over seven and a half hours and covering all of 107 ground miles, Michael Lafferty added a few more points in his quest for the 2000 AMA/FMF National Enduro title. His 20 point score put him five more series points (30 for a win, 25 for second) ahead of Randy Hawkins' twenty-four. Eric McEachern earned another High Point A trophy to add to his collection with his 33-point card. Cooper MacKitchre's 58 was enough to earn him the B High Point, while Dave McKowsky made it a High Point "Mc-Sweep" taking the C High Point with a 42 on the shortened course.

Hawkins (L) has been chasing Lafferty hard all season, was right on the gas at Rhody. Jerry Madore (R) finished third overall, first NETRA for the second year in a row.



Keith Goodell rode his KTM to a 34 to earn top honors in the Super Senior class, and Tom Farley piloted his special-edition CRE/BB to the win in the Masters class with a 57. North County Yamaha Rider Bev Simcock was the fastest in the Women's class with her 36-point score through check four. Bev is sharing trophy space with her husband James, who also won his class (A Four Stroke). Both ride out of North County Yamaha.



Little Rhody National**Overall High Point**

Mike Lafferty KTM 20

A High Point

Eric McEachern Hon 33

B High Point

Cooper MacKitchre 59

C High Point

Dave McKowsky 42

AA - National

1. Mike Lafferty KTM 20

2. Randy Hawkins Yam 24

3. Patrick Garrahan KTM 28

4. Matt Stavish G-G 29

5. David Lykke Yam 34

AA - Regional

1. Jerry Madore Yam 27

2. Fred Hoess Hus 28

3. Hans Neff KTM 32

4. Bill Atkinson KTM 34

5. Richard Lafferty KTM 34

A 125

1. Jerry Randall Yam 39

2. Neil Dennett KTM 41

3. Kevin Howley KTM 41

4. David Harris KTM 41

5. Martin Griff Yam 46

A 200

1. Robert Mohn Kaw 41

2. Jeff Johns Kaw 49

3. Jamie Theurkauf KTM 106

4. D. Moorehouse KTM 121

5. Joe McLaughlin Kaw ck.9

A 250

1. Eric McEachern Hon 33

2. Richard Lafferty KTM 41

3. Shawn Mason KTM 43

4. Dale Swelgart Yam 46

5. Craig Kennedy Yam 48

A Open

1. Anthony Geraci KTM 35

2. Mike Zahansky KTM 39

3. Scott Hofman KTM 55

4. George English Hus 55

5. Bill Sironen KTM 56

A Four Stroke

1. Jim Simcock Yam 46

2. Richard Shirk Yam 53

3. Ken Zabrowski Suz 102

4. Richard Heins Suz 212

5. Randy Mastin KTM

A Vet

1. Ken Held KTM 51

2. Paul Courville Yam 54

3. Mark Bouvier KTM 57

4. David Kelley Hon 61

5. Alan Rustici KTM 69

A Senior

1. Jim Gunselman Yam 48

2. James Kelleher Hon 61

3. Duncan Broatch KTM 62

4. Clifford Tenney KTM 65

5. W. Fontanazza Yam 67

A Super Senior

1. Keith Goodell KTM 34

2. Jack Lafferty, Sr. KTM 36

3. Chuck Koshiol Kaw 45

4. Richard Trader KTM 49

5. Dan Stoppi, Sr. Hon 51

B 125

1. Joe Cartwright Hon 67

2. Rob Trout Yam 79

3. R. Converse, Jr. Hus 81

4. M. Beauregard Yam 87

5. Paul Lussier KTM 105

B 200

1. Matt Estes KTM 77

2. Roy Harrell KTM 84

3. Sam Cotter KTM 87

4. Sean Kinley KTM 93

5. Jason Smith KTM 98

B 250

1. Cooper MacKitchre 59

2. Jarat Johns 79

3. Mike Melniczuk KTM 80

4. Fran Gaulin KTM ck15

5. John DeSimone ATK ck15

B Open

1. Doug Simone KTM 65

2. John Egan KTM 92

3. Jim Royce KTM ck16

4. Dale Stone ck.15

5. Art Pepin KTM ck10

B Four Stroke

1. Jim Green Suz 74

2. Ken Hawk Hon 77

3. George Diedrich Hon 93

4. David Oram Yam 119

5. Mark Quador ck.15

B Veteran

1. Alan Ross Hon 66

2. Ben Stadig KTM 67

3. Jeff Bertocchi Yam 97

4. Michael Billunes 103

5. Anthony Calabro 108

B Senior

1. Kevin Corbeil Hon 68

2. Russ MacIntyre Suz 79

3. Russ Waters Kaw 91

4. Peter Anania Hon 92

5. Ronal Pratt Kaw 94

B Super Senior

1. Dave Mathisen Hus ck.16

2. Mike Suriani ck.16

C 125

1. Robert Costa 58

2. Brian Chabot ck.6

3. Nicholas Jones ck.4

C 200

1. Michael Mason 55

2. Greg Horton 57

3. Jeffrey McDougal 67

4. John Dragon 92

5. Michael Suriani ck.3

C 250

1. Don Quinn 42

2. Peter Belanger 49

3. Bruce McCarthy 51

4. Anthony Federico 53

5. Frank Frey 56

C Open

1. Dave McKowsky 42

2. Russell Septeuka 54

3. Alex Beldotti 58

4. Bruce Cloney 92

5. Ricky Jaros ck.13

C 4 Stroke

1. Andrew Wyzkowski 46

2. Brian Clyne 56

3. Scott Robinson 69

4. John Davy 75

5. John Vallance 76

C Vet

1. Roger Kent 51

2. Michael Kearns 60

3. Henry Wolochojan 63

4. Artie Brenor 63

5. Robert Stuart 66

C Senior

1. Charlie Kennedy 59

2. Kevin McKenzie 68

3. Mike Ceravolo 70

4. Mike Bernier 72

5. Mike Auger 97

C Super Senior

1. Carl Mickels 77

Masters

1. Tom Farley 57

2. Joseph Galie 58

3. Corky Atchisen 76

Women

1. Bev Simcock Yam ck.6

2. Stacey Edwards Hon ck.6

3. Lynn Singer KTM ck.5



Cooper MacKitchre took the B High Point trophy.

With the National Enduro season nearly complete, Michael Lafferty has all but wrapped-up his third National Championship. However, in New England Hans Neff has watched his current points lead shrink to twelve over Valley Motorsports/Sinisalo/Spy/C-Cycle's Jerry Madore. With five rounds remaining, Madore is the first two-time NETRA High Point winner at Rhode Island (after removing the non-NETRA scores from the Rhode Island round). Jason Cayer is only six points behind Madore in third with Rick Claxton, Tech Tube's Bob White, Eric McEachern and CRE/E-Line/Moose/Razee's Raffi Peterson all very close in points, battling it out for fourth. ↑

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MOONSHINE 2000

A Valley Forge Trail Riders Production



When: September 17, 2000. Key time 8:00 AM

Where: Brandonville, PA. Brandonville is on Route 924 just North of the intersection of 924 and 339. It is clearly shown in your Rand Macnally road atlas. Consult your maps before you call for directions.

Sign Up: Sign up will be open from 4:00 to 7:00 PM on Saturday, September 16 and after 6:00 AM on Sunday. Riders will be required to have a valid AMA card and ECEA card. AMA Applications available at sign up, and ECEA tests will be given on Saturday and are available at the East Coast Web page @ www.ecea.org. Riders under 18 must have parental permission.

Drawing: The drawing will be held on September 8. Entries received after the drawing will be assigned a number after all pre-entries A and B riders attached to C riders will be drawn with the C riders.

Entry Fee: \$30 pre-entry, \$35 post-entry. Make checks payable to Valley Forge Trail Riders, and send entries to
Valley Forge Trail Riders, Inc.
P.O. Box 624
Oaks, PA 19456

Entries without money will be used to line trashcans.



Bike Requirements: Mounted headlight, taillight, license plate, and spark arrestor. Sound test will be given. Make sure your bike is quiet!

Food: Delicious Spaghetti dinner Saturday night, food all day Sunday.

Lodging: Primitive camping available, Granny's Motel, Frackville 717 874-0408, Econo-Lodge, Frackville, 717 874-3838, Montfort, Sheppton, 717-384-9931, Holiday Inn, Hazelton, 717-455-2061, Hampton Inn, W. Hazelton, 717-454-3449.

Information: Jamie @610-970-0812 or e-mail at jawyz250@aol.com.

2000 Valley Forge Trail Riders Enduro Entry and Release

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and it's district organizations, the East Coast Enduro Association, the promoters, the Valley Forge Trail Riders, Inc. sponsors and all other persons or organizations conducting or connected with the 2000 Moonshine Enduro for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the 2000 Moonshine enduro, or while I am on the premises encompassed by or used in the 2000 Moonshine Enduro. I know the risks of danger to myself and my property while participating in the event and while upon the premises and, relying upon my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive

I HAVE READ THIS RELEASE AND AGREE WITH THE TERMS

SIGNATURE _____ DATE _____

SIGNATURE OF PARENT _____ NOTARY _____

NAME _____ AGE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE # _____

ECEA _____ ECEA CLUB _____

AMA _____ EXP _____

BIKE MAKE _____ DISPLACEMENT _____

RIDERS CLASS: AA _____ A _____ B _____ C _____ WOMAN _____ VET (30+) _____ SENIOR(40+) _____

SUPER SENIOR(50+) _____ 4-STROKE _____ MASTERS(60+) _____



RESTLESS SUMMER

The warm season kicks off with two great races in Connecticut

Dam Good Hare Scramble Round 5, Thomaston, CT 6/16

It was the middle of June and NETRA hadn't had a hare scramble in three weeks. The natives were getting restless all around New England. But June 18th finally came with back to back races. The first was the traditional Father's Day race at Thomaston Dam followed by a new event, the Rattlesnake Hare Scramble, in Salem Conn. You couldn't ask for two more contrasting events. Thomaston, which for as long as I can remember has always been hot and dusty, was cooler than usual with rain and heavy downpours throughout most of the day. The Rattlesnake was the more typical summer event, hot and humid.

The Pathfinders laid out the usual 10.5 mile course at the Dam which consisted of anything from soft silt (which this year was mud), to rocks, roots and more rocks. Most of the course is pretty beat-in making for a fast ride with basically no stoppers. Unless, of course, you go off the trail and land in the river, which many a rider has come close to doing. The race was originally scheduled to run for five laps but due to the slippery conditions the club cut it back to four laps.

Just after the flag dropped for the start of the Expert/Amateur race, the skies opened and it poured. Ken Law grabbed the holeshot followed by Hellion Design's Patrick Timothy, Brian Lawson and Bob Santheson. Timothy got right on Law as the two bumped elbows around the first few turns with Timothy cutting out in front. Law was only able to hang with Timothy for part of the first lap before falling back. Lawson slid out in the first turn leaving Santheson to take over second place.

At the end of the first lap, Timothy had close to a two minute lead but he had to pit. "Near the end of the lap, my throttle got really stiff," said Timothy. "I pulled into the pit and they lubed it. It felt a little better but I



Pat Timothy heading for the checkered flag at Dam Good.

still had to stop every lap."

Timothy made it back out before second place came around, which was now held by Lawson. Santheson dropped back to third place followed by DJ Lis in fourth. For the entire second lap all four riders rode alone, never getting closer than fifteen seconds to each other.

On the third lap, Lis closed in on Santheson just before the punch check. Not thirty seconds back behind Lis was Expert 250 rider Kris Mooney. Mooney was now in fifth place but

with adjusted time he was just seconds away from third place overall.

Santheson was able to put some time on Lis on the fire roads but Mooney was closing in. By the start of the final lap, Mooney had passed Lis and was within sight of Santheson.

"DJ (Lis) and Kris (Mooney) both caught me at the same punch check on different laps. I'd look back down to see who was coming and I could hear them coming down the last hill to the punch check," said Santheson. "I didn't want Kris to catch me. I went for it down the fire roads. I was probably going a little too fast but I had to put some time between us."

By the end of the race Santheson had put a minute on Mooney taking third place for the day. Mooney had a few problems on the final lap allowing Lis to regain fourth place, which he held right to the end. Mooney finished down just four seconds with adjusted time to take fifth place overall for the day along with the Expert class High Point.

Front runner Timothy was also given a run for his money on the final lap. Just as Timothy was exiting the pits on the final lap, Lawson came around. "I had a big lead in the beginning. I had almost two minutes and he (Lawson) just started to catch up," said Timothy. "I just put the hammer down for the first part of the last lap. I crashed and couldn't get my bike started. I thought for sure he would catch and pass me but I never saw him."

"I could hear Timothy in front of me for most of the race," stated Lawson. "On the last lap I caught him as I was coming into the pits. I came around the corner to go up the hill and it seemed like my clutch was gone. That's when I noticed I had a rear flat."

Timothy went on to take the overall win with just over one minute on second place Lawson.

Photos by Mike Bernier



Novice High Point winner Justin MacBurnie.



Mark Beauregard navigates the ruts on the wet Dam Good course.



Definitely pay attention to the sign.

Rattlesnake Hare Scramble Round 6, Salem, CT 6/25

The riders spent most of the week following the race removing layers of mud from their bikes before heading off to Salem, Connecticut, for a new five mile course put on by the New London Motorcycle Club. The track was laid out on just 80 acres with many sections running right alongside one another. It was in complete contrast from the previous weekend's event. Fresh cut trail nice and tight and

Dam Good Hare Scrambles

Class Results
Patrick Timothy KTM

Overall Champion

Kris Mooney KTM

A High Point

Dan Young KTM

B High Point

Justin MacBurnie Kaw

C High Point

AA

1. Patrick Timothy KTM

2. Brian Lawson Yam

3. Bob Santheson Hon

4. DJ Lis Hus

5. Arthur Menzel Kaw

Junior

1. Scott DeCosta Suz

2. Patrick Corcoran Yam

3. Timothy Langenback Suz

4. Gregg Hamel KTM

5. Nick Cuervels KTM

Mini

1. Matt Forrest Kaw

2. Grant Swanson Hon

3. Nick Swistro Kaw

4. Arron Koehler Kaw

5. Jared Boothroyd Kaw

Women

1. Dawn Shayer Yam

2. Dawn Silva Kaw

3. Dawn Aido Suz

4. Susan LaFlamme Kaw

Novice 125

1. Greg Martnotti Suz

2. Jamie Sorel Suz

3. Caleb Kanney Suz

4. Charlie DeLaura Suz

5. Eric Pouliot Suz

Novice 200

1. Kevin Bell KTM

2. Kevin Novello Kaw

3. David Cutler KTM

4. Mark Marshall Kaw

5. Nick Palazzi Kaw

Novice 250

1. Justin MacBurnie Kaw

2. Craig Richardson Yam

3. Anthony Franco Yam

4. Scott Sternberg Hon

5. Joshua Brown Hon

Novice Open

1. Mark Richo Hus

2. Mark Richard Kaw

3. Edward Ilves KTM

4. Al Whaples Hus

5. Brian Robarge Hon

Novice Four Stroke

1. Jody Shirey Hon

2. Brian Passerini Yam

3. Jack Golini Hon

4. Kevin Bartley Hon

5. Robert O'Grady Hon

Novice Vet

1. Randall Burr Yam

2. Michael Litwin, Jr. Kaw

3. Rich Hansen Hon

4. Jeff Richardson KTM

5. Dan Cables Suz

Novice Senior

1. Allen Allsop Yam

2. Rick Avery KTM

3. Robert hardman, Jr KTM

4. Stephen Messenger Kaw

5. Tom Rodrigue Kaw

Super Senior

1. Jim simone Hon

2. John Campetti Hon

3. Thomas Simeon KTM

4. Jerry Shinnors Hus

Amateur 200

1. Dan Young KTM

2. Jarrod Inges Hon

3. Jared Wheelock KTM

4. Evan Chochrek Hon

5. Eric Parent Hus

Amateur 250

1. William Flynn Yam

2. Jesse Trudeau KTM

3. Jeff Daigle Kaw

4. Paul Slater, Jr. Hon

5. Ed Barter Yam

Amateur Open

1. Peter Matteau Yam

2. Doug Cutler Kaw

3. Tom Cooley KTM

4. Daniel Noble Hon

5. William Fuchs Hon

Amateur Four Stroke

1. Chris Nicholas Yam

2. Todd Hamilton Yam

3. John Morrison Hon

4. Nate Hubbard Suz

5. Ken Hawk Hon

Amateur Vet

1. Ronald Burr KTM

2. David Bonsall Kaw

3. Stephen Morris Suz

4. James St. Laurent KTM

5. Wade Rahmlow Kaw

Amateur Senior

1. David Kanney KTM

2. Richard Merrill Yam

3. Rick Erickson KTM

4. Bob Young KTM

5. Dennis Kirkman Yam

Expert 200

1. Keith Callahan KTM

2. Lorne Goralnik KTM

3. Neil Dennett KTM

4. Mike Peristere KTM

5. Todd Santheson Hon

Expert 250

1. Kris Mooney KTM

2. Jeff Staples Hon

3. Jim Edmonds Yam

4. Chris Cramer Kaw

5. Steven poplasky Hon

Expert Open

1. Pete Byrne Yam

2. Anthony Geraci KTM

Expert Four Stroke

1. Greg Corbin KTM

2. John Grillo Yam

3. Steve Kanya Ktm

Expert Vet

1. John Brown KTM

2. Mark White Suz

3. Martin Griff Yam

4. Charles Timothy Hus

5. Russ Bain Hon

Expert Senior

1. Steve Formanek Yam

2. Roger Billharz KTM

technical, with lots of small stumps and shale rock.

The Juniors and Minis took off first, running four laps. Scott DeCosta dominated the Junior class, taking the win by over three minutes on Timothy

Langenback. Patrick Corcoran took third place down another two and a half minutes. The previous week-end, it was Corcoran taking second place with Langenback finishing third, Decosta winning. Matt

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Forrest dominated the Mini class at both events, with two first place finishes.

The Novices ran next with the riders running five laps. Aaron Francis took the Novice class High Point one minute ahead of fellow 250 rider Joshua Brown.

The Expert/Amateurs were the last to take off with the riders running seven laps. The flagman gave the thirty second call and within ten seconds dropped the flag. Timothy was one of only a few riders ready, grabbing the holeshot and leaving many riders still fumbling to get their goggles on.

By the end of the first lap, it was the continual battle between Timothy and Lawson. "I got pretty much a dead last start," said Lawson, "but I was second on the first lap, maybe 15 seconds behind Timothy. We were racing together for the first three laps. I fell a couple of times and fell back, then I'd catch back up to him. I just hung with him until he pitted."

At the end of the third lap, Timothy stopped in the pits, allowing Lawson the opening he needed to take over the lead. Santheson was now in third place, followed by Chris Panzella and David Simcock. "I was doing real good and catching up to Santheson," stated Panzella. "But I had a flat tire. Someone in my pit managed to scrounge up a rim so I pitted, but I should have just run with the flat. I must have lost five minutes in the pits."

Panzella fell back into seventh place going out for the final few laps, with Lawson out in front. Timothy held onto second place, but with the heat and brake problems he was unable to close in. Lawson went on to win his first race of the year with 50 seconds on second place Timothy. "Near the end of the day the track got rougher and I crashed a few times, but it was definitely a fun track," stated Lawson after the race.

Santheson came around in third place, back another five and a half minutes, with David Simcock taking

Rattlesnake Run

Brian Lawson Yam

Overall Champion

Josh Hackett Hon

A High Point

Evan Chochrick Hon

B High Point

Aaron Francis Hon

C High Point

AA

1. Brian Lawson Yam

2. Patrick Timothy KTM

3. Bob Santheson Hon

4. David Simcock CRE

5. Jesse Berthiaume KTM

Junior

1. Scott DeCosta Suz

2. Timothy Langenback Suz

3. Patrick Corcoran Yam

4. Jason Johnson Hon

5. TJ Swistro Hon

Mini

1. Matt Forrest Kaw

2. Chase Smith Kaw

3. Nick Swistro Kaw

4. Aaron Koehler Kaw

5. Grant Swanson Hon

Women

1. Heidi Landon Hus

2. Susan LaFlamme Kaw

3. Dawn Shayer Yam

Novice 125

1. Jamie Sorel Suz

2. Andy Viara Yam

3. Eric Pouliot Suz

4. Mark Makuch Hon

5. Jason McLevy Yam

Novice 200

1. Nick Palazzi Kaw

2. Carl Armetta Kaw

3. David Cutler KTM

4. Todd Harris KTM

5. Kevin Bell KTM

Novice 250

1. Aaron Francis Hon

2. Joshua Brown Hon

3. Chris Ciciane Hon

4. Jeff Richardson KTM

5. Ryan White Suz

Novice Open

1. Mark Richo Hus

2. Albert Whaples Hus

3. Keith Roberts Yam

4. Bill Wilson KTM

5. John Campetti KTM

Novice Four Stroke

1. Jody Shirey Hon

2. Joseph Mazzaro Hus

3. Jack Golini Hon

4. Todd Rushford Yam

5. Geroge Pouliot Suz

Novice Vet

1. Greg Mury

2. Louis Jungen Suz

3. Richard Zeleznik Kaw

4. Edward Carson Hon

5. Spencer Glover Hon

Novice Senior

1. Rich Avery KTM

2. Thomas Rodrique Kaw

3. Steven Woodruff Suz

4. Peter Koehler Kaw

Super Senior

1. James Simone Hon

2. Thomas Simeon KTM

3. Jerry Shinnars Hus

Amateur 200

1. Evan Chochrick Hon

2. Jared Wheelock KTM

3. Brian Ciccerelle Suz

4. Caleb Kanney Suz

5. Jason Barrett Hon

Amateur 250

1. Mike Cimochowski Yam

2. Michael Coleman Hon

3. Chris Chasse KTM

4. Maurice Barricutos Hon

5. Edgar Marshall Yam

Amateur Open

1. Peter Matteau Yam

2. Doug Cutler Kaw

3. William Reiss Yam

4. Dan Noble Hon

5. William Fuchs Hon

Amateur Four Stroke

1. John Morrison Hon

2. Todd Hamilton Yam

3. Chris Souza Yam

Amateur Vet

1. James St. Laurent KTM

2. Doug Fox Hon

3. David Bonsall Kaw

4. James Menard KTM

5. Mike Kroskouskos Kaw

Amateur Senior

1. Richard Merrill Yam

2. Robert Young KTM

3. Paul Mancini KTM

4. Chris Arpine KTM

5. Dennis Kirkman Yam

Expert 200

1. Keith Callahan KTM

2. Denny Anderson KTM

3. Lorne Goralnik KTM

4. Todd Santheson Hon

5. Mark Griffin Hon

Expert 250

1. Josh Hackett Hon

2. Kris Mooney KTM

3. Chris Cramer Kaw

4. Steven Poplasky Hon

5. Ryan Dellaghalla Yam

Expert Open

1. Pete Byrne Yam

Expert Vet

1. Mark White Suz

2. John Brown KTM

3. Russell Bain Hon

4. Dave Dzenutis Hon

5. Kevin Callahan KTM

Expert Senior

1. Norman Turnberg Yam

2. Roger Billharz KTM

3. Peter James Kaw

Expert Four Stroke

1. Greg Corbin Hus

fourth place two minutes back. Jesse Berthiaume rounded out the top five with just five seconds on sixth place, Josh Hackett. Expert 250 rider Hackett also took home the Expert High Point trophy.

The Amateur class High Point went to Evan Chochrick on his Honda 125. Chochrick smoked the

Amateur class finishing over two minutes ahead of the next rider, Michael Cimochowski. Cimochowski took home first place in the Amateur 250 class.

With the cancellation of Greylock the riders get another two week break before heading to Union, Connecticut, for round seven. ↑

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AMA/SUZUKI 2 DAY NATIONAL DUAL SPORT TRAIL RIDE



OCTOBER 21 & 22, 2000



SATURDAY 10/21

START IS HISTORIC BATSTO VILLAGE
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SUNDAY 10/22

START IS WADING PINES CAMPGROUND
(5 MILES FROM BATSTO VIA WOODS ROAD)

Main course is rated easy to moderate – with numerous hero sections for those who want to experience some of Meteor's exclusive enduro trails!!!

Sat: approx. 115 miles

Sun: approx. 80 miles

Gas will be available every 45 miles(both days) Lunch will be provided on course, Sunday only

YOU WILL NEED A FUEL CAN FOR START AREA ON SAT.(NO FUEL AT START)

This event is 95% off-road!!! Meteor M.C. will have club members stationed every 15 miles on course to assist if needed.

There will be overnight parking (trailers, vehicles) at Batsto, but no camping. Camping is in immediate area.

DUE TO THE ANTICIPATED NUMBER OF ENTRANTS WE WILL HAVE A 400 RIDER CUT-OFF

ENTRY FEE(S): 2 DAYS \$80.00 **PRE-ENTRY:** 2 DAYS \$70.00 ALL FEES INCLUDES DINNER SAT
1 DAY \$45.00 1 DAY \$40.00 AND LUNCH SUN.

SIGN-UP TIMES: SAT 6am - riders meeting at 8:30Am – last rider out by 10:00am

SUN 7am – riders meeting and giveaways 9 – 10am – last rider out by 11am

Riders must have: motorcycle license, registration for bike and insurance for bike!
AMA MEMBERSHIP IS REQUIRED AND WILL BE AVAILABLE AT SIGN-UP

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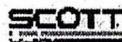


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Description and location of event: AMA/SUZUKI 2 DAY NATIONAL DUAL SPORT TRAIL RIDE, BATSTO, NJ OCTOBER 21 & 22, 2000

I hereby give up all of my rights to sue or make any claims whatsoever against the American Motorcycle Assoc., and its district organizations, the East Coast Enduro Assoc., the Meteor Motorcycle Club Inc., the sponsors, and any other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while on the premises. I know the risks of danger to myself and my property while participating in the event and while on the event premises and am relying upon my own judgement and abilities, and assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause. I also agree that I should not participate in such an event without proper insurance coverage.

Signature: I have read and understand this waiver _____ Date: _____

PLEASE PRINT

NAME _____ AGE _____ PHONE(____) _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

AMA# _____ EXP _____ MAKE OF BIKE _____ YR _____ DISPLACEMENT _____

DAY(S) RIDING: BOTH DAYS _____ SAT ONLY _____ SUN ONLY _____

PASSENGER YES _____ NO _____ NAME _____ RELATIONSHIP _____

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NEEDLEMARKS TRAILRIDE

"Fun, rideable rocks, less trails than last year"

Jerry Bernardo and the West Coast FAH-Q boys put on their annual "Day before Glen Helen National" trailride a while ago. The names of these sordid get togethers change as often as Tommy Norton does filters. There has been the "Pain and Suffering Trailride," and the "Blood Enduro" in which one of the special tests was firing rounds out of a 357 magnum with a 3-inch barrel. One year they did a tribute ride to the old Vietnam Hare Scramble the Boston gang put on, and called it "Vietnam West".

This year, as always in memory of the late Frankie Bernardo, Jerry's brother, the ride was called "Needlemarks Trailride." In true FAH-Q tradition the t-shirts were sick and twisted. T-shirts have always been the staple of this cult-like club's existence. The heavy hitters came out for a day of alleged fun in the saddle with racers like Eric Bostrom and his dad, KTM's Scot Harden, Factory Honda desert racers Tim Staab and Craig Smith. Long time FAH-Q aficionado Mark "Kato" Kariya rode a Jerry loner IMS XR440. Wacky photographer Joe Bonnello, U.S. Open of Supercross promoter Eric Peronard and Manana Graphics owner Tim Clark all braved the challenge of a loop laid out by Bernardo and Jerry Leighton. Special secret guest that parked his huge motor coach behind the Jerry Ranch was former World Champion road racer Kevin Schwantz. Schwantz is riding a Suzuki DR400Z and will compete in the Australian Safari in August on the same bike.

Last year the club put on an 80-mile loop through the desert. To change things up they opted for a small 6-mile loop of tight enduro stuff. None other than Larry Roeseler and Ty Davis originally laid out the trails for training purposes. "We did a parade lap and I knew it was going to beat people up because after the parade eight guys were in the pit with their lids off drinking Red Bulls," Jerry tells Trail Rider. "It's really hot and dusty now so the fun started once the traffic spread out."

The ride went on for two hours and everyone had a



The regular crew. Who can name them all? Not us, ask Jerry.

blast. Joe Bonnello especially enjoyed high-siding his DR400Z on the virgin off-camber and landing in a Joshua tree. For those of you who have never been out west Joshua's have long, hard, sharp points with poison in the ends. Another one of the plants out here that defend themselves. Jerry himself as usual got hurt on the ride. "I was going up this little hill in second and my son Kyle and my buddy Klifford were on top with a camera. I wheeled my YZ426 for the shot, only to realize that it was an 8-foot drop off on the other side. I landed on the front wheel and took the Acerbis rally guard in the ribs" While Bernardo groveled around making caveman noises, Kyle and Kliff checked the digital camera to see if they got the shot. That will cost you a couple of cracked ribs.

Reigning FAH-Q VP Scott Welte also enjoyed riding one of the bikes from the Jerry loner pool. "Welte has a stock KLX 300 and I just got a 2000 Husqvarna CR250 from Eraldo Ferracci. I couldn't let him ride that slug," Bernardo laughs. Welte is the guy who always rides sweep at the events. FAH-Q and Yamaha of Redlands-sponsored Kris Keefer had an epic battle with Eric Bostrom. "I'd pull away in the fast stuff and Eric would reel me in when we got to the tight sec-

tions," Keefer confided. Ben Bostrom, Eric's brother, has ridden two of the rides in years past but his duties racing Factory Ducati at the World Superbike had him "missing in action" for the Needlemarks event. Also missed was Honda's Johnny Campbell, a new dad and winner of the 1998 Blood Enduro.

FAH-Q would like to thank XR'S Only for letting us stage in their parking lot, and Red Bull for the 10 cases of energy drink. Mark your calendar for next year. If you want to get in trouble with your mom, come to Southern California and ride with Jerry and the crew on Saturday. The next day we go to the National at Glen Helen if we can walk! ↑



Ride host looking stylish before doing the usual and nerfing a soft bone into the ground.

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PRODUCT SHORTS

More things we've messed with lately

Smith Goggles

Motorcycle eye protection is not unlike helmet selection. There are a number of fine manufacturers and personal preferences among them often come down to fit and feel. Smith Goggles are no doubt among the off-road eyewear elite. And, with their widely diverse line of motorcycle goggles, they offer options for just about everyone. New to the Smith Goggle lineup is the Warp goggle, unusual looking eyewear whose truncated strap attachment point boast better facial fit and feel. TR recently tried out a couple of pairs of the Warp goggle and found them to be extremely comfortable and stylish. All Smith goggles include unique and innovative features that improve performance and comfort. Of course, tops among these is the Smith Racer Pack (or Rolloffs), a lens cleaning system that no off-road rider should be without. Another innovation, Sweatbuster face foam, is found on the Trickstar goggle, and other select models. Here a soft, sweat absorbing fabric is laminated to the goggle sealing foam to better wick away facial perspiration.

Smith also sells a special goggle lens, dubbed the Regulator lens, that features additional frontal ventilation holes, sealed with foam, that may be opened or closed depending upon riding conditions. All in all, there's a Smith goggle that'll fit just about any off-

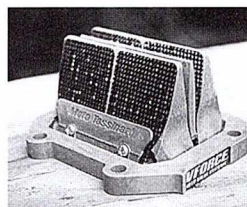
road riders needs. Contact your dealer or Smith Goggles at www.smithsport.com.

Moto Tassinari V-Force Reed Block

Moto Tassinari V-Force reed block and reeds have gained an enviable reputation within the professional off-road racing ranks. Used by Rodney Smith, Steve Lamson (CR125) and Team FMF Honda, the M-T intake system continues to provide a tangible performance increase that is both dyno tested and saddle proven. Output boost is directly tied to increased airflow as the unique M-T intake assembly employs two complete sets of reeds. This results in twice the reed tip surface of conventional reed induction systems, thus increased airflow and go. The M-T intake is made from top quality materials, the cage from fiber-reinforced composite material, mated to top quality carbon fiber reeds.

Another neat tuning feature, the M-T reed block assembly employs a variable position reed stop, an adjustment that alters reed bending tension. As the reed stop is moved toward the tip of the reed, this increases tension (read: reed resistance to bending) resulting in more low end power. Conversely, moving the reed stop away from

the reed tip lessens reed petal resistance to bending. This allows riders and mechanics to dial in the power band to match riding conditions and unique motor power delivery characteristics. What's it all boil down to? The M-T intake will provide sharper throttle response, better acceleration and significant horsepower gains throughout the entire powerband over just about any stock intake made. A final bonus, the M-T intake is designed to work with stock jetting—simply bolt it on and go. The MSRP for the M-T V-Force reed block is \$148. For more information or ordering, see your local dealer, or contact Moto Tassinari direct at (603)298-6646.



EBC Big Brake

Everybody knows what EBC brake pads are, we're all familiar with their pads. But EBC also is in the business of making oversize brake rotor kits for many popular machines, and we had a chance to try out one on a new KTM. The oversize brake kit consists of a 280mm diameter brake rotor (compared to the stocker, which is 260mm) and a machined aluminum brake caliper carrier to space the caliper out the proper distance to work with the kit.



Installing it is cake; remove the stock rotor and bolt on the EBC rotor, then remove the caliper carrier from the fork leg, remove one stud and move it over to the EBC carrier, and then mount the caliper to the new carrier

and bolt it back to the fork leg. You can do it in 15 minutes. The only thing that slowed us down with the KTM caliper carrier

was we wanted the 8mm X 1.25 tapped hole that KTM supplies in the stock carrier, to mount the sensor for an enduro computer. No worries, we figured out the proper location for the sensor hole, drilled and tapped it, and mounted everything up.

The kit is advertised to increase front brake response by about 20 percent, and that feels about right. It makes the KTM brake much stronger, but not stupid strong. You can stop harder, easier with this kit; but you're not going to flip yourself over the bars every time you're not paying attention. It works well. One interesting thing about the kit is that the brake

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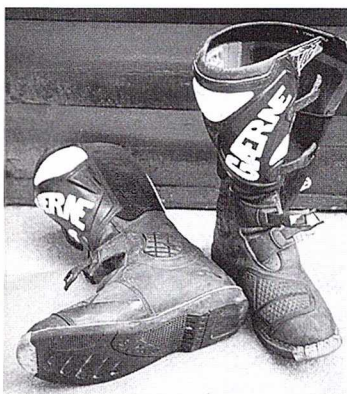
surface of the rotor is floating on the mounting surface, thanks to the use of aluminum buttons much like the old KTM floating disc mounts. EBC says one nasty problem with solid-mount discs is that they can warp when they're really hot, due to the temperature difference between the hot outside and the immovable cooler inside of the disc. Floating all the hot surface allows it to expand and contract without warping, since the hot surface can move relative to the mounting. Sounds good to us...if you can ride hard enough to get a front brake that hot you have our complete respect!

The kits cost \$159 for the Japanese bikes, and \$169 for the KTM. Pads are not included with the kit, but we tried a set of EBC's new MX-S pads and liked them fine. The Oversize Disc Kit is available for all the KTMs except the dual sport bikes using the 300mm discs, and by our reckoning you can get a kit for just about any Japanese bike that matters. If you feel like you need more brakes, this is a quality kit at a good price. Ask your dealer about EBC Oversize Floating Disc Kits, or contact them at (425)485-1244.

Comfy Boots

Trick features and innovative plastic armor aside, we're always looking for a riding boot that fits right and feels good. Why boot manufacturers change their designs every year is completely beyond us—we've worn plenty of boots and seen the "trick, new, updated model" get more and more uncomfortable as the manufacturers create them. Our favorite boot from the past has now changed into a painful foot-trap, but we're not going to mention any names, because everyone's feet are different and you might like the boot that feels nasty to us.

At any rate, one new boot we tried lately has felt so



good we never took them off once they got here, which is why there's a photo of used boots rather than shiny new ones. These new Gaerne boots have the minimum amount of extra plastic armor to get the job done, and we like

that. The more plastic, the less the boots can flex or mold to your feet. There's still ankle protection, good front protection and inner "temper-foam" protection, as well as a soft lined foot area that feels like you could ride without socks. The buckles are fairly simple and efficient, and the boots fit beautiful. Best of all, the RX Pro boot is made out of full grain premium leather—quality stuff when just about all the other boots at this price point use the cheaper split grain leather. There are no pressure points inside, no plastic armor "buckling in" to pinch your ankles, just comfort. The best part is that these boots only retail for \$179 a pair! Yes, you can get low-end boots of nearly any brand for \$159, but check the label—most all are made with cheap split-grain leather. The extra \$20 for the Gaernes is definitely worth it, and a bargain. They're called the Gaerne RX Pro boots, and they're being brought in now by Sinisalo Pacific. You can contact them at 800-426-0213 to learn more and find out where you can get a pair. ↑

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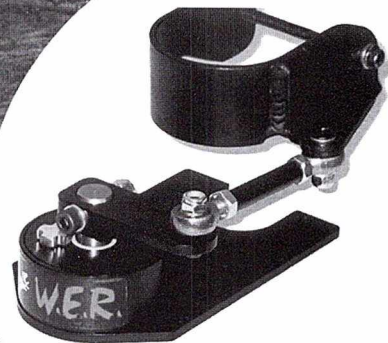


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SOMERS RUN

Hans Neff has a hot time at round four

Round 4, Somers, CT 6/11

In his quest to defend his 1999 Series Championship, KTM/Moose/Razee/Torco-sponsored Hans Neff has consistently finished in the top three through the first three rounds. Round 4 saw Neff finally nail down a perfect day to finish a full minute ahead of Tech Tube's Bob White and KTM/Moose/Razee's Peter Tanner in a close-fought battle for the win. Neff's consistency proved to be the difference today, as his six-point score beat out the seven-point cards of White and Tanner, who were separated by a mere ten seconds.

Unseasonably warm and humid weather was on tap for the 2000 version of the Somers Run enduro. The Connecticut Ramblers decided to move the key time up by an hour to 8:00 a.m. so everyone could head over to the Southwick, MA, National MX. It proved to be helpful to get things going before it got too hot out anyway.

In years' past, the Ramblers started their run with a free-territory ride to the start control in the woods. This year the event started right from the fairgrounds, with just over three miles of tar to the first woods section. More than a few unsuspecting souls were caught heading in a little hot, but most were smart enough to realize the club was up to something here. The first section proved to be a good indicator of what the rest of the day would be like with a good mix of fast, open, rocky trail mixed in with some tighter stuff. This led to the "grass track" section, which weaves in and out of the woods through a tall-grass field.

Bob White roosted his way through the section fastest (2:34), followed by Tanner (2:46) and Neff



Jerry Madore, skipping over some good old New England rocks at the Somers enduro.

(2:55). The following section was a bit longer but mostly wide open with a few jagged rocks to keep everyone on their toes. Here Neff set the pace (2:08)

Photos by Denise Bernier



Some folks always get Pete Tanner and Hans Neff mixed up, but we don't. However, we didn't have a photo of Hans, so here's a shot of Pete instead.

and earned the one-point lead that would make the difference today. KTM/Moose/Razee/C-Cycle's Jason Cayer (2:59) came through next, followed by White (3:13) and Tanner (3:17).

The official gas stop gave a quick rest before heading out to a short un-timed section. Several miles of tar and dirt road led to another wide-open section, which took only one point from Neff, White, Tanner, Cayer and CRE/E-Line/Moose/Razee's Raffi Peterson.

Time keeping skills needed to be sharp as another sneaky check-in to the following section caught a handful of riders hot. Most made it through on time, with the faster riders losing no points at the check-out, either. Neff, White, and Tanner all smoked through with "goose eggs" on their cards, while the rest of the AA field dropped a point. The trio continued their press through the next section, holding the throttle to the stops for another zero at check 10.

A CT Ramblers' event would not be complete without a trip through the "Black & Blue" rock garden. The club tactfully drew faster riders into the section with some fairly easy trails leading up to the rock garden. Once in this far, most either figured they had to be running late by now (though they probably were not), or else gambled that the club would not put a check this far into the woods. However, after crossing a main woods road, a well-placed check caught some of the faster riders hot, while the difficulty of the trail was enough to take a point or two from some of the B- and C-class riders.

The leaders were not fooled this time either. Neff,

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White and Tanner all came through on time and finished the section with one point lost. Peterson, Cayer and Valley Motorsports/C-Cycle's Jerry Madore also dropped one point apiece.

In the end, Neff's consistent riding proved to be the edge he needed for his first overall victory in 2000. His consistency throughout the year is keeping him in contention for another NETRA Grand Championship as well. Bob White and Peter Tanner each earned their best finish of the year at second and third overall, respectively. Jason Cayer kept himself in contention riding to third AA, fourth overall with a nine-point score.

Another local, A-Heavy rider Bill Drummey, rode his Honda XR to a solid ten-point day to take the A High Point. Bantam class rider Robert Bogle "gassed" his Gas Gas all the way to the finish for B High Point with an eighteen. Series rookie Tony Federico cruised to the C High Point on his Suzuki RMX in the Light class with a 38. Stacey Edwards took her first Women's class win in her rookie season with an 86 on her Honda, while Keith Goodell proved experience can beat out youth in the Super Senior class. Goodell (37) on his KTM edged out the youngest member of the Super Sr. class, Bill Johnson (38). Perennial Masters class rider extraordinaire, Tom Farley, dominated again on his CRE/BB with a 61-point score.

Neff is now firmly in charge of the points lead as the series heads to round 5, the Little Rhody National Enduro in West Greenwich, RI on June 25. ↑

Somers Run Enduro

Class Results

Overall High Point

Hans Neff (KTM)

A High Point

Bill Drummey (Hon)

B High Point

Robert Bogle (G-G)

C High Point

Anthony Federico (Suz)

AA

1. Bob White (Hon)
2. Peter Tanner (KTM)
3. Jason Cayer (KTM)

A Bantam

1. Neil Dennett (KTM)
2. Gilles Trepanier (KTM)
3. Dean Olsen (KTM)

A Light

1. Eric McEachern (Hon)
2. Anthony Reo (KTM)
3. Mike Nash (CRE)

A Heavy

1. Mike Zahanski (KTM)
2. Anthony Geraci (KTM)
3. Austin Jalbert (Hon)

A Vet

1. Mike Kelley (Hon)
2. Ken Robbins (KTM)
3. Ken Held (KTM)

A Senior

1. Roger Rodrigue (KTM)
2. Duncan Broatch (KTM)
3. Bob Edwards (KTM)

A Four Stroke

1. Jim Simcock (Yam)
2. Ray Archambault (Yam)

3. B Bantam

1. Matt Estes (KTM)
2. Mark Beauregard (Yam)
3. Paul Smith (KTM)

B Light

1. Carl Andrews (KTM)
2. Pat Armstrong (Hon)
3. Fran Gaulin (KTM)

B Heavy

1. Doug Walter (KTM)
2. John Egan (KTM)

3. Gary Ryan (KTM)

B Four Stroke

1. John Considine (Yam)
2. Ken Hawk (Hon)
3. David Gargiulo (Suz)

B Veteran

1. Bob Stadig (KTM)
2. Scott Lussier (KTM)
3. James Simmons (KTM)

B Senior

1. Ron Pratt (Kaw)
2. Peter Anania (Hon)
3. Bob Kamay (Hus)

C Bantam

1. Jeff McDougal (KTM)
2. Dan Webster (Kaw)
3. Michael Mason (KTM)

C Light

1. Don Quinn (Kaw)
2. Jon Walsh (KTM)
3. Craig Benington (Kaw)

C Heavy

1. Bill Kelly (KTM)
2. Walter LaFleur (KTM)
3. Ricky Jaros (KTM)

C Four Stroke

1. Mark Thai (Hon)
2. Scott Robinson (Hon)
3. Jeff Chausse (Hon)

C Vet

1. Mike Kearns (KTM)
2. Roger Kent (KTM)
3. Robert Stuart (Yam)

C Senior

1. Don Smith (KTM)
2. Bob Drapcho (Kaw)
3. Mike Ceravolo (Kaw)

Super Senior

1. Keith Goodell (KTM)
2. Bill Johnson (Hon)
3. Dave Matheison (Hus)

Masters

1. Tom Farley (CRE/BB)

Women

1. Stacey Edwards (Hon)
2. Bev Simcock (Yam)
3. Deb Quinn (Hon)

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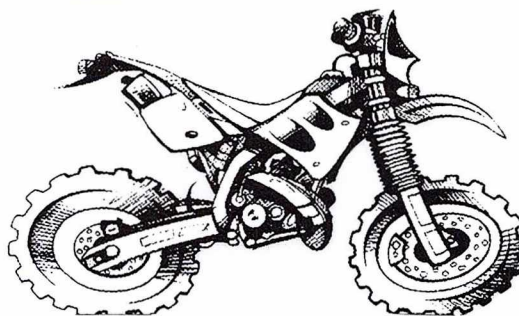
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NETRA's JUNIOR SERIES

Starting out on the right foot

In this age of constantly disappearing riding areas and eroding human rights, one question we always hear is "I know how to get my bike legal and where I can ride without too much hassle, but what do I do with my kids? They want to ride, and I can't find any place for them to do it."

It's a big problem, if you have riding-age kids. Most state forests prohibit any kind of vehicle piloting by folks under the licensed age, and very few states provide any kind of alternative. If you live close to an organized riding area, like an ORV park, you have a great opportunity during the hours they're open, but all ORV parks get boring, for your kids as well as you. If you want some real adventure on a bike, for the whole family, your options are severely limited, unless you own a huge tract of land somewhere.

And then again, your options are hardly limited at all if you take advantage of the kids' opportunities available from the New England Trail Rider Association. NETRA has Mini and Junior classes available in all of their sanctioned hare scrambles events, an excellent Junior Enduro series, and for complete beginners and families that want to all ride together, they offer a Nervous Novice series of parent-child rides.

The basic rules are fairly simple. The Mini class is open to any rider at least nine years old but less than 17, on a bike with a displacement of 106cc or less, and wheels no larger than 17 inches in diameter. The Junior class is open to riders between nine and 17, riding any motorcycle with a displacement up to 250cc. These size designations are broken up into "A" and "B" classes, where the "A" class is determined by promotion out of the "B" class by NETRA, and "B" is all other riders, including beginners.

The Mini and Junior hare scrambles races are traditionally run the morning of a NETRA hare scrambles event. Usually the starting time is nine o'clock a.m., and the Minis and Juniors start on separate rows, occasionally separated into "A" and "B" rows, depending on attendance. The Minis and Juniors are run along with the Women's class, giving mom a great opportunity to keep an eye on junior, if she likes. The course is often a shortened version of the senior course run in the afternoon, and the kids usually race for one hour.

The NETRA Junior Enduro Series is a little more involved. Always run on a Saturday, usually the day before a senior enduro or hare scrambles at the same location. A Junior Enduro is run as a cross country loop through the woods, usually fairly short, between five and ten miles long. The riders will do more than one lap of the course, sometimes the "B" riders do one less lap than the "A" riders, all up to the discretion of the organizers. There are checkpoints on the course, either Known Controls or Observation Checks. Known controls are

Hoot Owl Junior Enduro

By Joanne Wozniak

Mother's Day weekend, May 13th and 14th, brought us to the Hoot Owl's Great Race at Palazzi's Orchards in East Killingly, Connecticut. Ken Law and the Hoot Owl Hare Scramblers played host to approximately 50 young riders for the Junior Enduro event on Saturday, May 13th.

The new track, only used once last year, went approximately five and a half miles up and down the valley and hills. The trail featured a lot of off camber sections, ran over some stone walls, and used a small part of the orchards. The rains we had the night before, along with some fog and mist on Saturday morning, made the track slick and muddy for the young, enthusiastic riders. They had their work cut out for them on this fairly new track.

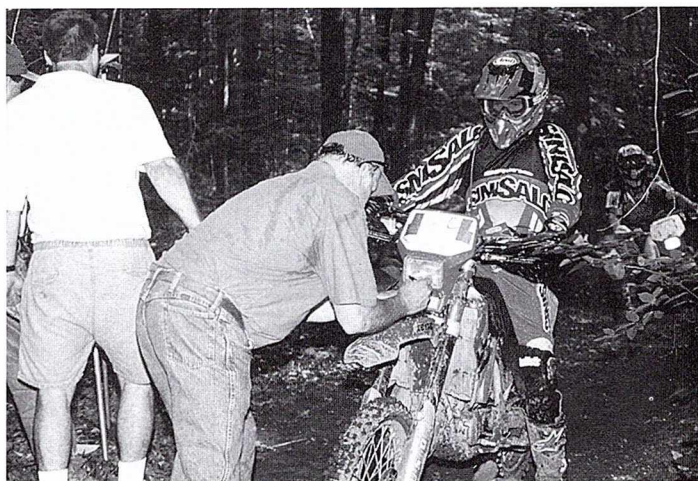
It proved to be somewhat difficult for the young riders, but they rode well. Scott DeCosta held off Patrick Corcoran for High Point in the Junior A class. Eric Staplins, a new face in the enduro series, was first in Junior B just ahead of Jesse Arsenaault. Matt Forest on a Kawasaki High Pointed the Mini A class, followed by Alden Clark in first place Mini A. The Kawasakis dominated the Mini B class with Jared Boothroyd in first place and Beau Ringuette in second. All in all, the riders had a good morning even if it was a little tougher than expected.

Mini High Point	
Matt Forest	Kaw
Mini A	
1. Alden Clark	
2. Grant Swanson	Hon
3. Aaron Koehler	Kaw
Mini B	
1. Jared Boothroyd	Kaw
2. Beau Ringuette	Kaw
3. Michael Simmons	Hon
4. Kyle O'Brien	Kaw
5. Adam Johnson	Yam
Junior High Point	
Scott DeCosta	Suz
Junior A	
1. Patrick Corcoran	Yam
2. Michael Cimochowski	Yam
3. Greg Hamel	KTM
4. Nick Ceurvels	KTM
5. Brad Hayden	Yam
Junior B	
1. Eric Staplins	
2. Jesse Arsenaault	
3. Nick Fogarty	
4. Patrick Clark	
5. Robert Sherman	



just that, at known locations ahead of time, OB checks are points where the rider isn't timed, just checked to be sure he or she passed through. FIM-style timekeeping is used, wherein the rider can arrive early at the Known Control, and pass through the check once his official time has come up. This way there's no confusion about timekeeping, and no timekeeping equipment needed—if the rider's start number or later is showing at the check, he checks through. If he's early, he waits. Since the kids attend-

Top: Mini A rider Alden Clarke zips through part of the Hoot Owl course. Above: Junior Rider Mike Cimochowski. Right: NETRA's Junior enduros get the kids ready for the senior events.



(photo by Denise Bernier)

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Scottt DeCosta, one of this year's top Junior riders.

ing Junior Enduros are usually the spawn of senior enduro riders, there's plenty of help, advice, and coaching available.

Nervous Novice events are run in conjunction with a Junior Enduro. Depending on exactly the way the organizers set it up, the start of the Nervous

NETRA Junior Events

08/13 NETRA Rooty Pilgrim H.S.
 Freetown, MA
 8/19 Salmon Run Junior Enduro
 Union, CT
 8/19 Nervous Novice Ride
 Union, CT
 08/20 NETRA Salmon Run H.S.
 Union, CT
 09/03 NETRA Hoot Owl II H.S.
 Uxbridge, MA
 09/10 NETRA State Line H.S.
 Hoosick, NY
 09/23 Steerage Rock Jr.
 Brimfield, MA
 9/23 Nervous Novice Ride
 Brimfield, MA
 09/24 NETRA Hard Knox H.S.
 Westfield, MA
 09/30 Boneyard II Jr.
 Meriden, CT
 9/30 Nervous Novice Ride
 Meriden, CT
 10/01 NETRA Woodsocross H.S.
 Sterling, CT
 10/07 Firecracker Jr.
 Union, CT
 10/07 Nervous Novice Ride
 Union, CT
 10/14 Mohawk Jr.
 New Ashford, MA
 10/14 Nervous Novice Ride
 New Ashford, MA
 11/14 Jack Frost Jr.
 Winchendon, MA

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Novice ride could be following the finish of the Junior Enduro, or run alongside of it. In a Nervous Novice, parents can ride along with their children, and there is no competition or score keeping involved. It's just a ride in the woods with your family.

The type of events suggest a natural progression for the young riders: start with the Nervous Novice events, until he or she gets comfortable with riding in the woods. Then, when they're okay with the concept of riding off alone, following the arrows, enter them into the Junior Enduro series. The Junior hare scrambles series is a little more serious, a little more pressure, but a shorter course and spectators are around to help. A muddy hare scrambles can be tough for a kid, but riding off at the start of a Junior Enduro on a rainy, nasty day can be the start of a real adventure! Know in advance that the Junior Enduros are swept carefully and often by expert riders who want to see all the kids finish and enjoy themselves—and learn about enduros in the process.

So that's it, no excuses. If you live in New England it's a natural. Find a date and go, and see what it's all about. If you live close by, in a bordering state, it's still no problem. You'll just have to sign up as NETRA members, and then the whole scope of NETRA is open to you. If you live far, far away...well, look at all the kids events NETRA offers, as well as at least 35 adult events during the season, and tell us if that isn't a good reason to move to New England! ↑

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ECEA Enduro Series

(From page 23)



Mike Bradway scored second A 250 at Barbed Wire, and finished tenth overall.

Reder who tied Wright's 16 score, but lagged in emergency points. Apparently Reder had recently traded in his Husqvarna for the new Suzuki and found it much to his liking. Todd placed fourth overall while earning the first place trophy in the A Veteran class. Fellow Veteran class competitor Rich Moyer brought his ATK home to a fifth overall finish capping a string of strong finishes for the crusty old hillbilly. Hats off to him. Seventeen point cards of Dave Santi (Yam) and Dan Nicoloff (KTM) filled the sixth and seventh overall slots, respectively, Nicoloff earning top seeding in the

Barbed Wire Enduro

Class Results

Dave Faery Kaw 10

Grand Champion

Aaron Kopp Suz 12

High Point A

Joe Cartwright Hon 25

High Point B

Dan Maksihik KTM 38

High Point C

AA

1. Jack Lafferty Suz 19

2. Marc Grossman Hus 21

A125

1. Dan Nicoloff KTM 17

2. Mike Sigety Yam 19

3. Bob Solomon KTM 23

4. Rob Aldakimov Yam 30

5. M. Dean Spencer Hus 33

A200

1. Robert Mohn Kaw 19

2. Paul Bitting Kaw 23

3. Dave Mealing KTM 25

4. Bill Gilbert Kaw 27

5. Jamie Theurkauf KTM 37

A250

1. Jamie Wright Yam 16

2. Mike Bradway Yam 19

3. Dale Sweigart Yam 20

4. Chris Griffin Hus 20

5. Brian Russell Hon 21

A Four Stroke

1. Doug Groff KTM 24

2. Joe Wallace Hon 25

3. Richard Shirk Yam 25

4. Doug Vanhorn Hon 35

5. James Bowen Hon 57

A Open

1. Steve Guers KTM 19

2. James Landvater KTM 21

A Senior

1. Steve Michalski KTM 24

2. Jim Gunselman Yam 24

3. W. Fontanazza Yam 34

4. Craig Copeland KTM 48

5. Marcus Vanvorc ATK 53

A Super Senior

1. S. Wolfersberger Hus 34

2. Jack Lafferty KTM 45

3. Larry Barnes KTM 95

4. Dan Stoppi Hon 144

5. Jack Schwarz Kaw 385

A Veteran

1. Todd Reder Suz 16

2. Richard Moyer ATK 16

3. David Santi Yam 17

4. Eric Koeller Hus 24

5. Ken Law KTM 27

B125

1. Dan Carper KTM 30

2. Robert Trout Yam 44

3. Gabe Goodman Suz 52

B200

1. Sean Kinley Gas 36

2. Ryan McCarthy KTM 40

3. Brandon Sigety Kaw 58

4. Ray Strohn Kaw 69

5. Jacob Williams Kaw 88

B250

1. Jason Campbell Yam 43

2. Jarrod Johns KTM 58

3. Mark Conher KTM 70

4. Scott Stryker Kaw 73

5. Philip Uhland Hon 98

B Four Stroke

1. James Chapman Suz 44

2. Kraig Baer Hon 58

3. Brian Hannaway Yam257

4. Jeff Booth 362

5. Joesph Volpe Kaw 362

B Open

1. Aaron Griffin KTM 28

2. Connie Lawson KTM 32

3. David Barnes ATK 49

4. Trevor Davies KTM 64

5. David Jennings ATK 83

B Senior

1. Kurt Ward KTM 40

2. George Bressler KTM 55

3. Mike Nolan ATK 56

4. Tony Rosselli KTM 75

5. Edward Sommer Hon 325

B Super Senior

1. Dick Shirk Gas 252

B Veteran

1. Todd Fenton KTM 50

2. Mike Johncox Suz 66

3. John Kasper Suz 66

4. Mike Billungs Kaw 80

5. Rob Herrington KTM 86

C200

1. Aaron Jelliff Suz 76

2. Michael Bird Kaw 79

3. Chris Huston Yam 142

4. John Dragon KTM 240

C250

1. Rob McCregor Kaw 95

2. Joe Yilek KTM 162

3. Dan Grant KTM 173

4. Rob Lippert 190

5. Karl Logan Suz 273

C Four Stroke

1. James Crawford Hon 92

2. Chris Riener Hsb 334

C Open

1. Paul Casterlin KTM 83

2. Scott McDonnell KTM 115

3. Ron Polcsak KTM 140

4. James Heffron KTM 262

5. Jeff Taylor Yam 314

C Veteran

1. Mike Kowalsky KTM 77

2. Chris Gaines Yam 161

3. Steve Mitchell 165

4. Peter Komarek KTM 170

5. Robert Defranzo Yam 179

Masters

1. Farrell Lord Kaw 86

2. Jack Mitchell 101

3. Joe Galie KTM 158

A125 class. Jack Lafferty, Jr. (Suz), Rob Mohn (Kaw), Mike Bradway (Yam), Steve Guers (KTM) and Mike Sigety (Yam) each dropped 19 points to round out the day's top finishers.

Joe Cartwright (Hon) pushed his CR125 hard enough to turn in a 25 score, winning the High Point B prize. The HPB runner-up was Aaron Griffin (KTM)

who finished tops in the B Open class. Novice class rider Dan Maksihik (KTM) carded an amazing 38, smoking the rest of the C class to earn High Point honors. Aaron Jelliff (Suz) was runner-up to the high point, perfectly doubling Maksihik's score at 76. My results? I got spanked, bottled-up and lost. But rest assured, I'll be back next year for another try at it. ↑

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Requirements: You must be 18 years old to ride this event- no exceptions! All entrants must have a valid motorcycle license, registration and insurance card. All machines must have proper license plate and a firmly attached spark arrestor. All entrants must have a valid AMA card and an ECEA license. An ECEA license may be obtained the day before the event only by passing a written test. AMA "A" card holders will be issued an ECEA license without testing. NETRA and other association riders will be issued a comparable license to their current enduro license or card. New riders should check "C" class on entry. The State Police and Forest Rangers may be present at this event. All documentation will be checked at sign up before you are given your rider packet. You are responsible to allow yourself enough time to get to the start. All participants are required to sign a Release and Waiver of Liability statement at the event.

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Bike Make _____ Displacement _____

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COpen--C4Stroke--CVet--Masters--Women--Dual Sport--Vintage

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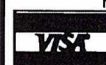
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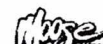
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9:28	39.2 24
9:29	39.6 24
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9:32	40.8 24
9:33	41.2 24
9:34	41.6 24
9:35	42.0 24
9:36	42.4 24
9:37	42.8 24
9:38	43.2 24
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Along with a motorcycle and related gear like insect repellent, malted milk balls and Band-Aids that ain't been sat on too badly and gotten all scrunched to hell, trail riders need a support vehicle. We need something to haul the two wheeler, as we sure ain't about to wear flat a set of new

left the hubcaps home on the possibility I might meet a wild-eyed Graham restorer with bad intentions and a long screwdriver. These restorers, don't you know, routinely carry three sizes of screwdrivers, four sizes of vise grips and a pocketful of small magnets to detect Bondo repairs.

My next trailer, which I haven't seen since Mel

from one of the Carolinas I think, used to show up on a larger Triumph motorcycle TOWING his Husky on a trailer! Sadly, I've forgotten this fellow's name but he was well known on the enduro circuit because he once, unable to buy the correct oversize piston for his Husky, 'knurled' the skirts of his well worn piston with a few hundred thousand hits using a ball peen hammer and a sharp center punch.

And I well remember a rather strong rider who carried a so-called lightweight Triumph Cub INSIDE a Volkswagen beetle sedan. He did it by removing all the seats, screwing the Cub inside with a complicated mid air half-turn then replacing the driver's seat. I used to think a lot about this guy when I owned what they call a box van, which had the interior space of a dirigible hanger. My "six pack" was a Ford special ordered by a Harley flat-tracker who knew what he wanted. It was powered by a 302 V8 through a three speed transmission driving whatever was the highest-

"Along with a motorcycle and related gear like insect repellent, malted milk balls and Band-Aids that ain't been sat on too badly and gotten all scrunched to hell, trail riders need a support vehicle."

knobbies on a concrete highway just to get out to God's clean dirt trails. And, I suppose another thing is that we don't like to leave a warm house and ride in the early morning mists on a vehicle without a heater, wiper blades and a big wind-bucking windshield out in front of our noses.

Not to mention the STUFF we have to carry—the milk crates full of half empty chain lube cans, the neatly wrapped second place Senior A trophy you promised to deliver in 1998 to some old guy who probably has died by now and a ten quart cooler mistakenly left in the van last summer because it was the same make and color of one owned by some trooper who had a great affection for cold sliced apricots. It's entirely possible that the apricots were a local remedy to alleviate a multi-day bout with constipation..

Anyway; that was the suspicion I had the day after I slurped two cans of cold, sliced apricots on the long dull drive down the Northeast Extension of the Pennsylvania Turnpike returning from the McKean County enduro. Luckily, I was fresh out of drinking water on that trip, or I might have sent my intestines down with the final flush.

Long before I finally settled for a stripped, two seater work van with no side windows, I, and every one else, had a variety of haulers. All of us began with trailers made with a car front axle of a vintage long before we found that independent suspension was a good thing. Some trailers were just bolted up solid to the wooden box-like body, but a railroad crossing, at speed, tended to fast-empty everything inside that wasn't bolted down.

Actually, it was almost as easy to build a trailer using the car's original leaf springs. Removing half the spring leaves usually provided just the right amount of suspension travel when loaded. Unloaded, a railroad crossing at speed would cause them to bounce in gradually reducing heights for up to a half mile.

My first trailer was made from an early auto called a Graham, said so right on the beautifully chromed and molded hubcaps. As a rule I usually

Downs borrowed it in April 1992, was a three rail with Porsche-designed torsion bar independent suspension that totally ignored rail crossings, pot holes, and larger frozen road kill. My three-rail was almost, almost, state of the art, but it wasn't quite as practical as the home-made "box" designs. This was because the box would trap things that used to vibrate off motorcycles with great frequency. Things like shift levers. If these went overboard on a rail-type trailer they were gone forever.

My deluxe trailer was made from a 'totaled' Volkswagen bus once owned by a neighbor of mine. It's undamaged front axle disappeared the night before it was to be hauled to the junkyard and miraculously reappeared in Bill Schemel's driveway near his welding gear.

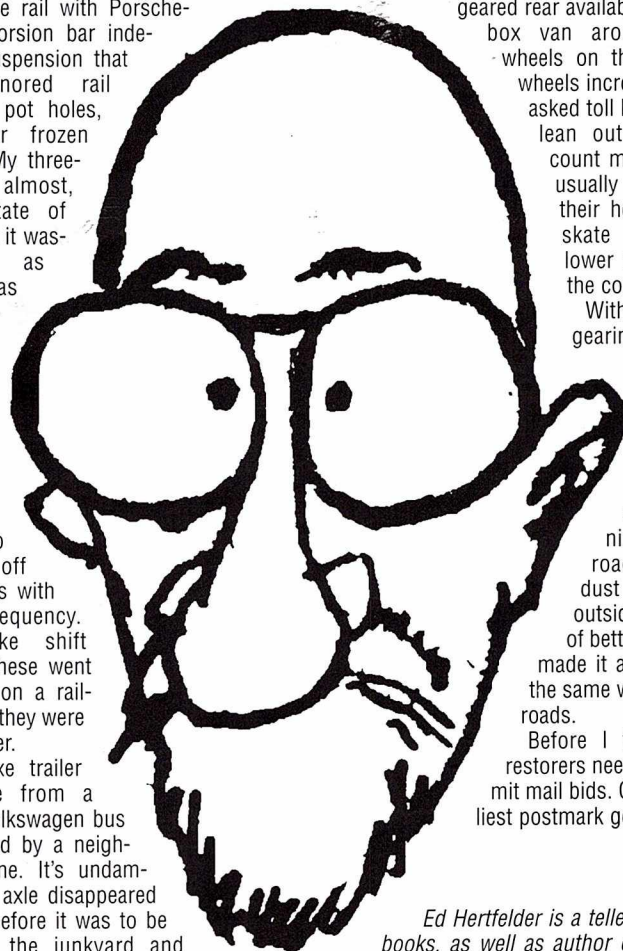
As strange as this trailer was, there was something stranger still on the circuit. An enduro rider,

geared rear available. And it was the only box van around WITHOUT dual wheels on the rear, because dual wheels increased toll rates. I often asked toll booth operators to just lean out their windows and count my donuts. They would usually straighten up shaking their heads, but to a cheap-skate like me getting the lower rate was like a walk in the country.

With its super overdrive gearing my box van was capable of a good turn of speed, but at the expense of atrocious fuel mileage. It had the aerodynamics of a small tornado and running down a dry dirt road could lift enough dust to ruin washing, hung outside to dry, for a radius of better than a mile. I always made it a point to never return the same way if forced to use dirt roads.

Before I forget: Graham-Paige restorers needing hubcaps can submit mail bids. On identical offers, earliest postmark gets them.

—Ed Hertfelder



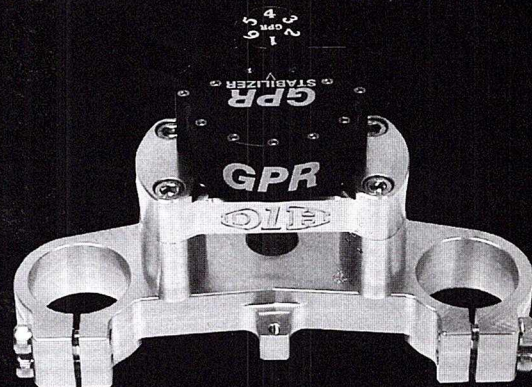
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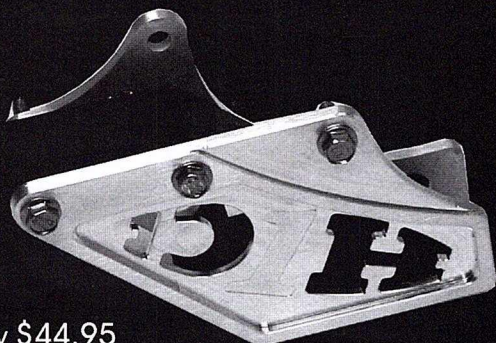


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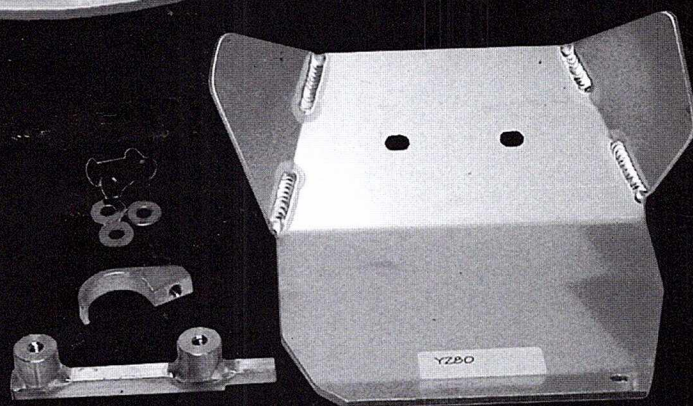
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